



Motor Carrier Transportation Advisory Committee Agenda

3930 Fairview Industrial Drive SE Salem, OR 97302
Room 230, Ashland Conference Room
Thursday, October 11th, 2018 8:30am-11:30am

Join Me: <https://join.me/mctd.admin>
Conference line: 1-888-204-5984; access code 1401540

Time		Topic	Action	Lead
8:30-8:35	5mins	Welcome & Minutes Approval	Decision	All
8:35-9:05	30mins	Oregon Modeling Steering Committee Freight Subcommittee	Informational	Becky Knudson
9:05-9:35	30mins	Rule Reviews & Updates:	Discussion	Audrey Lawson and Charlie Hutto
		<ul style="list-style-type: none"> - Division 76 Rule – Tow Truck - Annual Adoption of IRP/HVUT/IFTA 740-200-0010 740-200-0020 740-200-0040 	Decision	Kim Toews
9:35-9:50	15mins	Annual IFTA Conference	Informational	Melissa Flores
9:50-10:35	45mins	OD Permitting Updates <ul style="list-style-type: none"> - UPT21 and SC &RA Study - Permitting Volumes - Short Term Goals - Long Term Goals 	Informational	Audrey Lawson & Charlie Hutto
10:35-10:45	10mins	Administrator's Update <ul style="list-style-type: none"> - IRP Ballots - Future Agenda 	Discussion	All

Action Items/Notes:

MINUTES
MOTOR CARRIER TRANSPORTATION ADVISORY COMMITTEE MEETING
October 11, 2018

Attendees:

Andrea Comer – ODOT/MCTD
Melissa Flores – ODOT/MCTD
Kim Toews – ODOT/MCTD
Hannah Wilson – ODOT/MCTD Intern
Charlie Hutto – ODOT/MCTD
Audrey Lawson – ODOT/MCTD
Bill Lundin – Independent Dispatch
Dave Gray – Glostone
Al Elkin - OTTA
Sven Johnson – ODOT/MCTD
Donny Callahan – OTTA
Mike Wagner – OTTA
Kristan Mitchell – ORRA
Jon Friton – PGE
Amy Ramsdell – ODOT/MCTD
Mark Richardson – Omega Morgan
Kristine Kennedy – Highway Heavy Haul
Tara Caton – ODOT/MCTD
Becky Knudson – ODOT/Planning Section
Preston Kirk – ODOT/MCTD Intern
Bert Hartman – ODOT/Bridge
Waylon Buchan – OTA
David McKane – ODOT/MCTD

Phone - 0

Facilitator: Andrea Comer

Minutes Approval: August 9, 2018

- ◆ David Gray motioned to approve the August 9, 2018 MCTAC minutes and Mark Richardson seconded the motion. The minutes were approved unanimously.

Oregon Modeling Steering Committee. . . Becky Knudson

- ◆ **See Attach. A**
Becky is looking for input from the industry in order to develop accurate freight models. As part of the 2 year temporary Oregon Modeling Steering Committee's Freight Sub-committee, she's trying to determine what ODOT needs the models to do as well as how they would benefit industry. The purpose of the sub-committee is to bring together a team of experts to identify issues and provide strategic direction for freight planning. Please check out the website and reach out to Becky if you have any feedback or suggestions. <https://www.oregon.gov/odot/planning/pages/omip.aspx>

A practical application of modeling would be the ability to determine a likely fiscal impact due to specific road closures. 70% of commodities are transported via truck. Costs increase to transport those goods when the travel time increases due to emergency road closures. Companies and drivers could also miss deliveries or be penalized for late deliveries.

Rule Reviews & Updates

- ◆ **Discussion: Division 76 Rule – Tow trucks. . . Audrey Lawson & Charlie Hutto**
Industry feels that a rotator tow truck is more accurately classified as a piece of equipment than a truck. It can work off the side of the truck rather than just from the back which means a road may not need to be closed while the rotator is pulling a vehicle back on to the roadway. A rotator also makes it faster to reopen lanes if you do need to close them. Under the current rules, rotators have to be weight table 1, which is hard to do with this type of machine. The towing industry would like to use at least weight table 3 and an overall length of 45’.

The current rules were written in the 1980’s and the types of equipment currently available are very different than what was available at that time. MCTD has engaged with Oregon State Police. OSP recommends the use of rotator trucks because it helps preserve the integrity of the scene. MCTD would have to change the current rule, create a definition for a rotator, and define the maximum limit allowable.

We received another request to modify Division 76 relating to the 100 air mile language. Donny Callahan indicated that the permit rule says a tow truck can only go 100 miles or to a town with a population of 15,000 or greater. Industry is requesting that we remove the 100 mile limit since it isn’t a safety issue to tow farther than that. Owners want to be able to have the vehicle towed back to their place of business instead of being limited by the 100 miles or population limitations. There is a much higher number of vehicles that are broken down and being towed than there are ones involved in crashes.

Amy Ramsdell requested that a work group be developed to evaluate this issue offline. There is also a bridge component to the discussion because rotators are heavy and compact overall, effectively concentrating the load as an SHV.

One additional industry request is to raise the allowable height to 14’6”. Currently the limit is 14’, but there is an exemption which allow 14’6” when removing a vehicle from accident scenes.

Waylon Buchan, Donny Callahan, Jon Friton, and Kristine Kennedy all volunteered to be part of the work group. We will revisit this topic at the first of the year where we can review and discuss suggested updates to the administrative rule.

- ◆ **Decision, Annual Adoption of IRP/HVUT/IFTA . . . Kim Toews**
Kim presented the annual updates to 740-200-0010, 740-200-0020, and 740-200-0040 and requested the group’s approval to adopt them. Donny motioned to accept the changes and Kristan Mitchell seconded the motion. The updates were approved unanimously. **See Attach. B**

Annual IFTA Conference Recap . . . Melissa Flores

- ◆ Melissa shared a comprehensive recap of the conference via the PowerPoint presentation attached. **See Attach. C**

Amy asked what industry would consider a reasonable notification period for upcoming rate changes. Testing and programming for rate changes that are submitted with a short turnaround time is a hardship for other jurisdictions as well as the industry. David Gray felt 60 days would accommodate most software changes and Kristine Kennedy suggested a full 90 advance notice since reports are filed on a quarterly basis. Sven questioned how we would account for rate change implementation mandated by the legislature. Amy responded that they should be notified of the agreement requirements and could set the implementation date accordingly.

Further discussion about ELDs and record retention will occur at the February 2019 IFTA/IRP Auditor's Workshop. The bottom line is that carriers are responsible for retaining required data, even when they switch ELD service providers. Carriers should be sure to download such data before switching services so as to remain compliant.

OD Permitting Updates . . . Audrey Lawson & Charlie Hutto

- ◆ Permits requested and issued continue to trend upwards. The increased workload means that the time it takes for an STP application to be assigned to an analyst after it's been submitted to the OD Unit is greater. To help address this issue, we have implemented the Self-Issue Permits Program (SIPP) and certified approximately 40 carriers who can self-issue specific permits. Additional classes are scheduled each month through March 2019. We are also working with the counties to make the program more useful. Our next step with the counties is to reach out to the county commissioners and show them what's in it for them.

Kristan asked to have the county outreach plan brought back to this group so that industry can help work it.

In the short term, we have also brought in a retiree on a temporary basis to help part time. We are looking at hiring limited duration staff too. Other MCTD staff have been taking payment line calls, which frees up analysts to work permits. In July, other staff were able to take 501 of these OD Payment calls, which represents about 9% of the overall OD calls received. Additionally, we were able to set up an automated permit status check feature which allows industry to check the status of their permit. Enabling this feature meant that 182 phone calls didn't have to be transferred to an analyst. Finally, we have been offering overtime to the OD Unit staff to help with the increased workload.

In the longer term, several states are looking for an automated uniform permit transport (UPT) system that allows a carrier national blanket authorization for 11 configurations on a self-issue STP. Oregon doesn't currently allow some of the desired configurations, including 14' wide, 14'6" high, 110' long, and 150K. We already approve some, but others are limited due to bridge restrictions. UPT would allow for permitting 24/7/365. Ultimately, our end goal is to help us meet customer demands. The wait time for OD Permits is currently unacceptable and we aren't able to sustain an acceptable level of service without some changes.

Most states would utilize some form of off-the-shelf software to make a UPT system work, which would likely cost between 2M-5M. In Oregon, any I.T. program over \$500,000 must go to a review board, and anything above 1M in I.T. must have the approval of the Department of Administrative Services. Right now, we are building an understanding of what our needs are. We have approximately 7-8 months before we could request information and determine a projected cost to implement UPT.

Amy asked industry for any recommendations they have for routing software. She would like any comments or feedback on the features industry feels are essential and/or nice to have in a routing program.

Kristine likes Washington's system, though it doesn't assist with county approvals. David Gray and Mark Richardson will get feedback and report back.

Administrator's Update . . . Amy Ramsdell

- ◆ Oregon voted no on the IRP Ballots as proposed.

Agenda Build: November

- **Superload harmonization discussion**
- **Pilot vehicle issue**
- **Introduce new Field Motor Carrier Services Section Manager**
- **Update on DMV conversion to new systems**
- **SHV & Bridge recommendation**
- **Revisit February Motor Carrier SHV article and share again.**
- **Safety perspective on Hours of Service violations based on ELDs**
- **Truck at fault crash study**
- **Renewal update**

Adjourned @10:30



OMSC

Oregon Modeling Steering Committee



OMSC Freight Subcommittee

Identification of Future Freight Issues

Motor Carrier Transportation Advisory Committee

Becky Knudson, Senior Transportation Economist

ODOT TDD TPAU

September 13th, 2018



Outline

- Overview of OMSC
- Purpose of Freight Subcommittee
- Identifying Freight Issues





Planning & Technical Guidance

Home > Planning & Technical Guidance > Modeling and Analysis Program Information

Modeling and Analysis Program Information

- PLANS & PLANNING GUIDANCE**
 - OR-Plan
 - Statewide Policy Plans
 - Planning Guidance and Resources
 - Current Planning Projects
 - Regional and Local Planning
- PLANNING ANALYSIS**
 - Analysis Procedures Manual
 - Transportation Model Requests
 - Technical Tools
 - Modeling and Analysis Program Info**
 - Strategic Assessment and Scenario Planning

Oregon Modeling Improvement Program

The Oregon Department of Transportation developed the Oregon Modeling Improvement Program, or OMIP, to meet rules and regulations introduced over 20 years ago. The purpose of OMIP is to ensure Oregon continues to have the right tools, skills and expertise needed to answer important questions about our transportation systems, land uses and the economy. Through the Oregon Modeling Steering Committee, or OMSC, OMIP provides opportunities for member agencies to build relationships, share knowledge and leverage resources efficiently, which enables Oregon's transportation modeling services to mature and grow.

In order to fulfill the purpose of OMIP, the OMSC has adopted three over-arching goals:

1. Promote inter-agency communication, collaboration and cooperation;
2. Facilitate technical excellence and innovation,
3. Cultivate the knowledge and talents of Oregon transportation modeling professionals.

- [Oregon's Transportation and Land Use Model Integration Program: A Retrospective \(2018\)](#)
- [Oregon Modeling Improvement Program Strategic Implementation Plan](#)

Oregon Modeling Steering Committee

The Oregon Modeling Steering Committee, or OMSC, was formed in 1996 to provide direction and oversight to the OMIP.

- [Oregon Modeling Steering Committee Membership List](#)
- [Oregon Modeling Steering Committee Biennial Work Plan](#)

Contact

[✉ Becky Knudson](#)
Senior Transportation Economist
[☎ 503-986-4113](#)

Resources

[Oregon Statewide Integrated Model](#)



Planning & Technical Guidance

[Home](#) > [Planning & Technical Guidance](#) > [Modeling and Analysis Program Information](#)

Modeling and Analysis Program Information

Membership Includes:

Oregon MPOs,
Federal Highway,
Port of Portland
Dept Land Conservation &
Development,
Dept. Environmental Quality
Oregon Health Authority,
University Research Centers,

Oregon Modeling Improvement Program

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Freight Modeling is Complex

Different than person travel

Oregon
Statewide
Integrated
Model

NEW
Metro Freight
Model

MPO
Commercial
Vehicle Model





**Technical tools
must be able to
address
questions being
asked in order to
remain relevant
and useful.**



Purpose of Freight Subcommittee

Policy

Tools

Data

Bring together a team of experts to identify issues and provide strategic direction for freight planning





Draft List of Freight Issues

Handout: Summary of Issues and Potential Analytical Needs

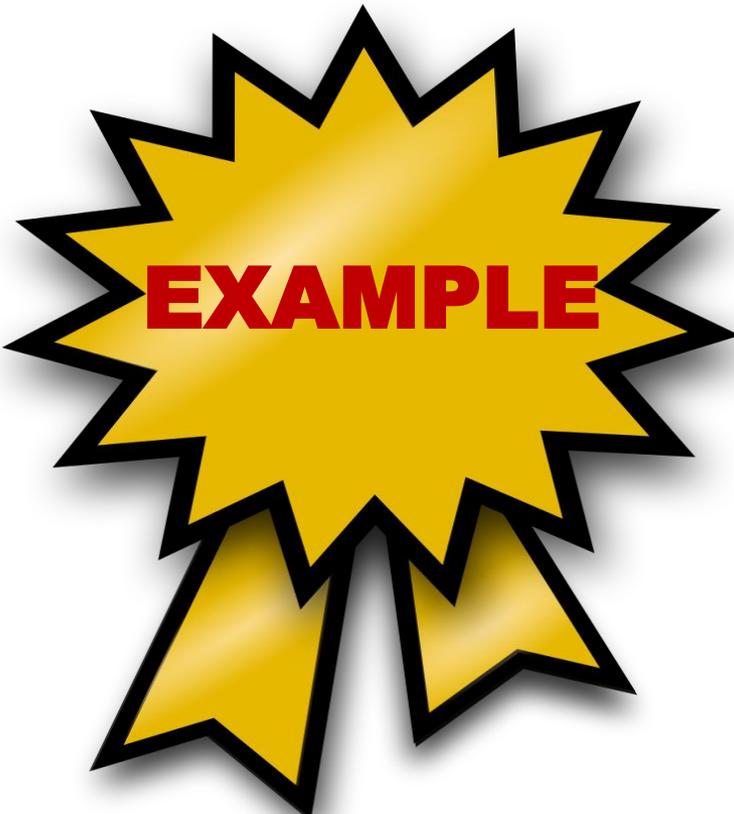
**What topics
will need
analytical
support?**

**What
questions will
need to be
answered?**

**Are there
other needs
related to
policy
analysis?**



US 97 Agricultural Commodity Flows For the Bend Region, 2017



EXAMPLE

Reported by value and
tonnage for SCTG
commodity codes 1-7
and 25-26

Prepared by Becky Knudson
Transportation Planning Analysis Unit
April 12, 2018

SCTG Commodity Code

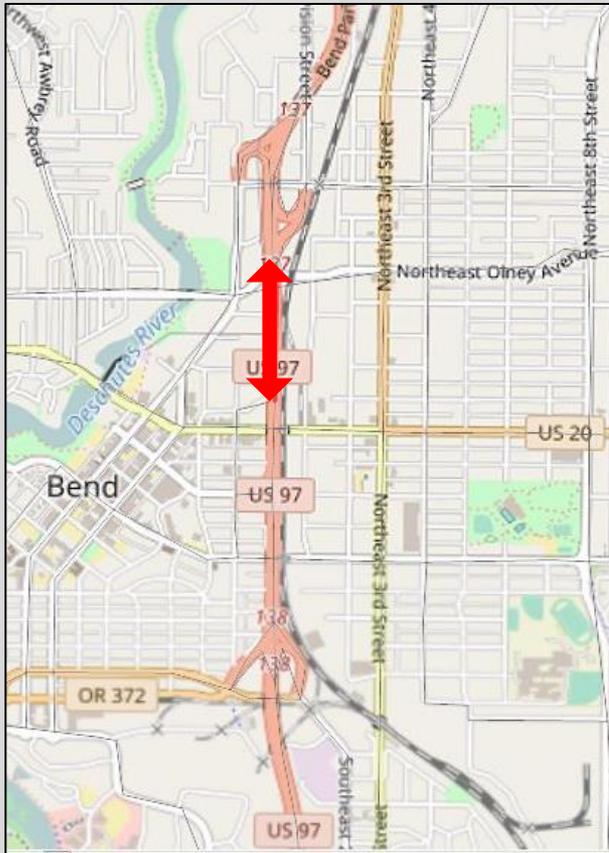
Agricultural Commodity Descriptions*

1. Live Animals	Live bovine, swine, poultry, fish, and other animals.
2. Cereal Grains	Wheat, corn, rye, barley, oats, grain sorghum, rice, other.
3. Other Ag	Potatoes, tomatoes, onions, lettuce, beans, other fresh and dried vegetables; oranges, grapefruit, melons, apples, dried fruit, other fruit; nuts, seeds: canola, sunflower, cotton, mustard, bulbs, flowers, trees, mushroom spawn, beets, and other.
4. Animal Feed, Products of Animal Origin	straw, meals, pellets, bran, oil cake, eggs, hides/skins, wool, other.
5. Meat, Fish, Seafood	fresh meat, poultry, chilled or frozen fish; smoked or dried meat.
6. Milled grain	milled grain, bakery products.
7. Other Foodstuffs	dairy - milk, cream, butter, cheese, other dairy; Juice, frozen veg, fruit, animal fats/oil, vegetable fats/oil, sugar, corn syrup, other.
25. Logs, Other Wood	logs, fuel wood, wood rough.
26. Wood Products	wood chips, lumber: treated and untreated, veneer, shingles, plywood, particle board, other.

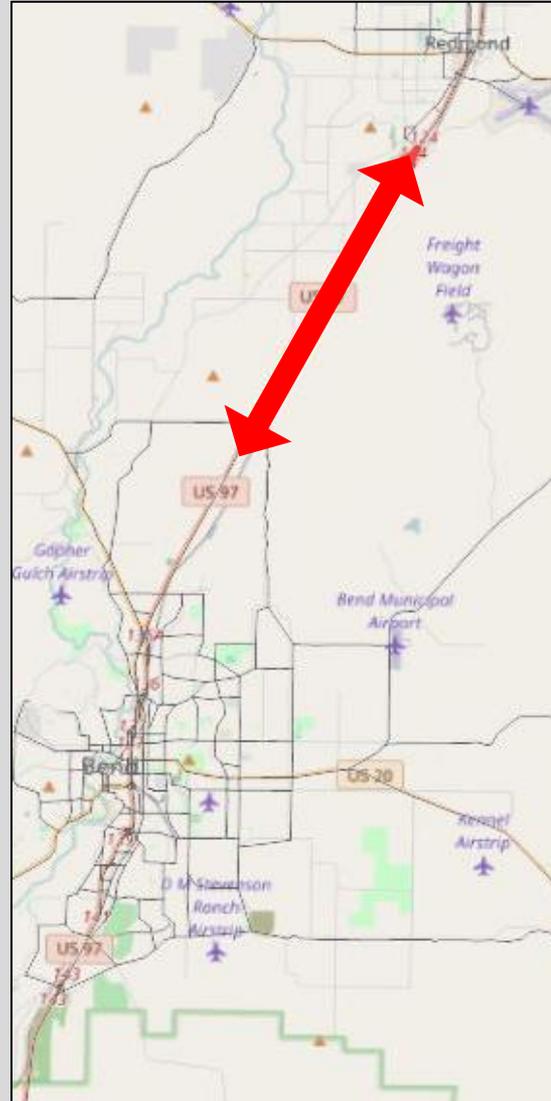


* For more detailed descriptions of commodities, refer to the Standard Classification of Transported Goods booklet published by the U.S. Census Bureau:
https://www.census.gov/econ/cfs/2017/CFS-1200_17.pdf

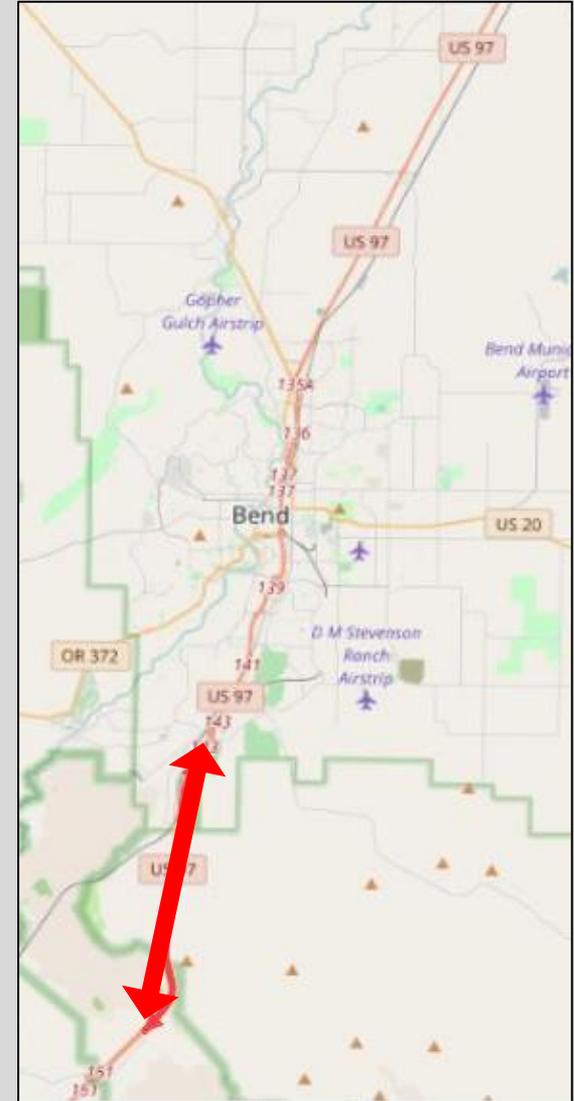
US 97 Bend Parkway



US 97 between Bend & Redmond



US 97 South of Bend



Average **Daily** Agricultural Commodity Flows 2017

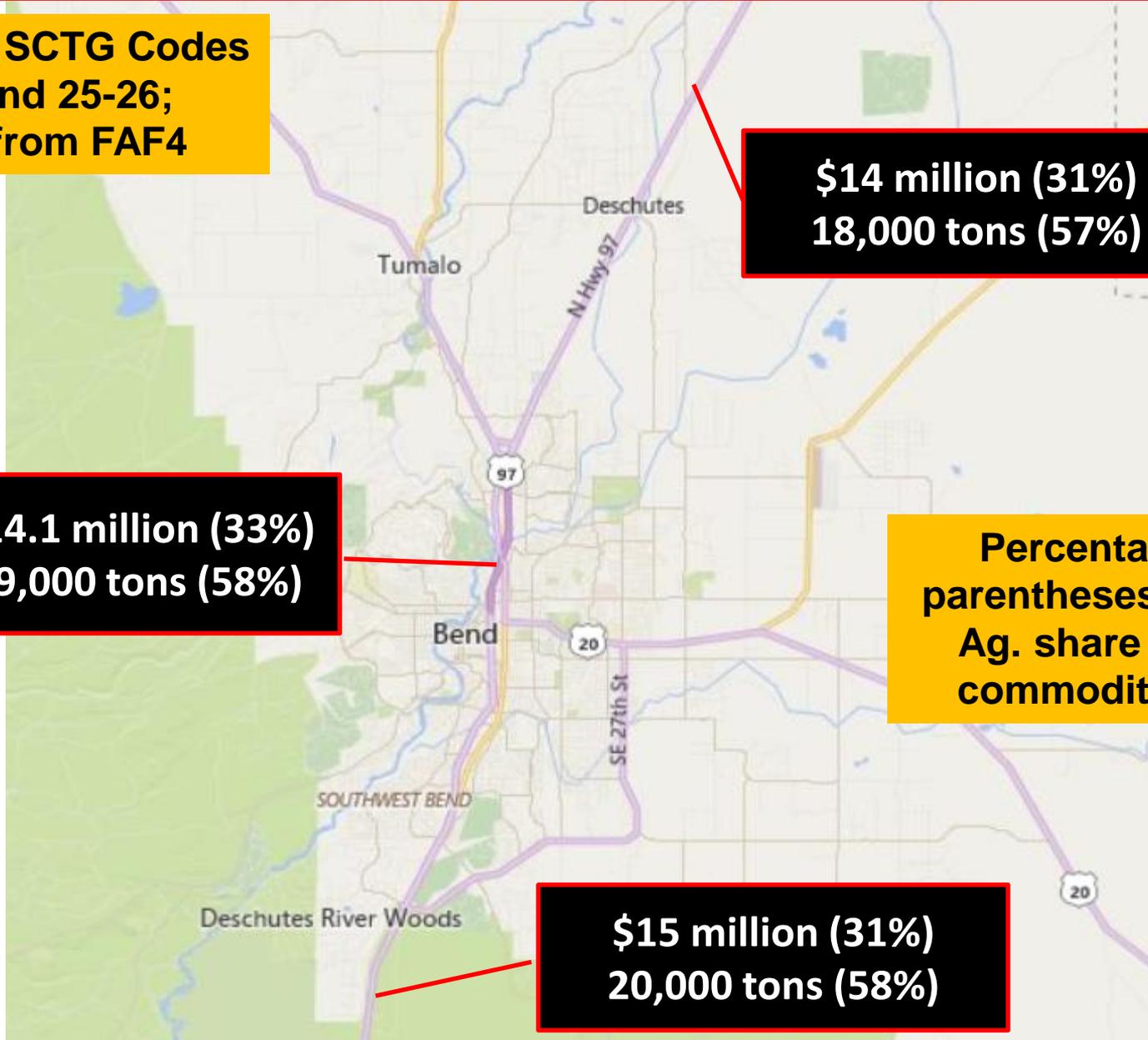
Includes SCTG Codes
1-7 and 25-26;
Data from FAF4

\$14 million (31%)
18,000 tons (57%)

\$14.1 million (33%)
19,000 tons (58%)

Percentages in
parentheses indicate
Ag. share of total
commodity flows

\$15 million (31%)
20,000 tons (58%)



Average Annual Agricultural Commodity Flows

Includes SCTG Codes
1-7 and 25-26;
Data from FAF4

2017

\$5.1 billion (31%)
6.5 million tons (57%)

\$5.2 billion (33%)
7 million tons (58%)

Percentages in
parentheses indicate
Ag. share of total
commodity flows

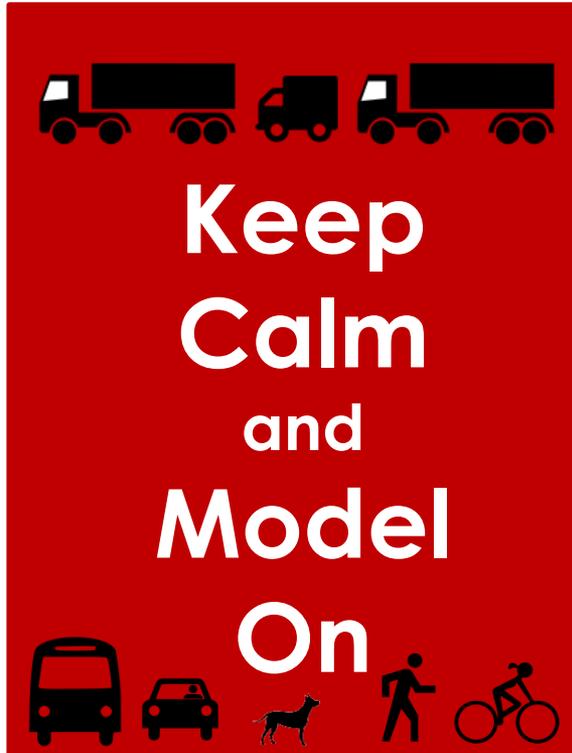
\$5.5 billion (31%)
7.2 million tons (58%)





OMSC Needs Your Feedback





**Becky Knudson
Senior Transportation Economist
Transportation Planning Analysis Unit
Oregon Department of Transportation
rebecca.a.knudson@odot.state.or.us
503.986.4113**





Oregon Modeling Steering Committee

Freight Subcommittee

Summary of Issues and Potential Analysis Needs

DRAFT 1
 Based on discussion at the
 September 17, 2017 OMSC
 Freight Subcommittee Meeting

Freight Policy Topics		Existing Analysis Tools	Existing Data	New Tools, Data and Research Needed	Other Considerations
<i>What future policy topics will need analytical support? What types of questions will need to be answered?</i>		<i>What models and tools do we already have that can be used to provide answers?</i>	<i>What data is already available that could be leveraged to analyze this topic? Who owns the data? Is data quality adequate?</i>	<i>Where are the gaps in our tools and data for this topic?</i>	<i>What else is needed to support policymaking for this topic? (For example, training, communication tools, interagency partnerships, data costs, etc.)</i>
1	All Freight Topics. (What considerations apply across the board for all policy topics listed below?)	<ul style="list-style-type: none"> Identify model weaknesses and implement improvements incrementally to the extent possible. 		<ul style="list-style-type: none"> <u>Tools</u>: Develop and apply freight models in transportation planning to the level seen today for passenger travel, base it on real-world decision-making factors to create tools that mimic freight industry response to new conditions – in the infrastructure, laws, costs and economic conditions. <u>Data</u>: Accurate and detailed vehicle data <u>Data</u>: Forecast truck fleet characteristics 	<ul style="list-style-type: none"> Seek new data opportunities at no cost or develop cost-sharing agreements. Develop methods to evaluate new and potential data sources for good return on investment; determine if collecting data directly or purchasing data from vendors provides information needed at affordable cost.
2	Air quality analysis and GHG monitoring. (As required for state and federal regulatory compliance.)				
3	Existing, emerging and future technology impacts on freight logistics and costs.			<ul style="list-style-type: none"> <u>Research</u>: Understand impact of emerging vehicle technology on freight movement – truck trains, platooning capacity, operations, parking, new legislation, etc. Look to work being done in other states 	
4	Freight industry responses to physical conditions or alterations on the transportation network. (For example, impacts of congestion, infrastructure condition, infrastructure improvements, and land uses on freight movement.)			<ul style="list-style-type: none"> <u>Research</u>: Understand how rising congestion impacts “just-in-time” business practices - how do freight companies and customers adapt? <u>Data</u>: Light commercial freight (< 26,000 pounds) behavioral patterns <u>Data</u>: Heavy truck freight (> 26,000 pounds) behavioral patterns 	
5	Freight mode redundancy (all modes) in light of major disasters, such as landslides, earthquakes, fires, etc. How could freight mobility be improved, or impacts mitigated, in the event of a major disaster?				

Freight Policy Topics <i>What future policy topics will need analytical support? What types of questions will need to be answered?</i>		Existing Analysis Tools <i>What models and tools do we already have that can be used to provide answers?</i>	Existing Data <i>What data is already available that could be leveraged to analyze this topic? Who owns the data? Is data quality adequate?</i>	New Tools, Data and Research Needed <i>Where are the gaps in our tools and data for this topic?</i>	Other Considerations <i>What else is needed to support policymaking for this topic? (For example, training, communication tools, interagency partnerships, data costs, etc.)</i>
6	Freight industry responses to new laws and economic conditions . (For example, impacts of new weight, length, height and load regulations, or driver regulations.)				
7	Freight industry responses to broad economic changes . (For example, shifting commodities markets, online retailing, etc.)				
8	Economic aspects of freight for MPOs . (Understanding how freight impacts the urban economy.)				
9	Siting future transload facilities . (For example, where could they be most beneficial for efficient freight movement? What impacts could be expected on freight and non-freight transportation systems?)				
10	Better understanding of non-highway freight modes , such as rail, containers, aviation, marine and pipeline. (Need to understand non-highway freight operational considerations, travel patterns and trends, including elasticities between these modes and with highway freight.)				
11	Other freight analysis needs. Other currently unforeseen questions and policy topics could arise.				

Additional Needs, Strategies and Considerations	
A1	Need to identify areas of future uncertainty to encourage practices that will supporting long term freight mobility. How can the OMSC remain flexible and responsive?
A2	Public policy needs to be informed of logistics to moving freight – use this to evaluate impacts to freight movement, explain the needs of the freight industry – including needs that vary by commodity, industry, and freight mode (freight box, rail, air, pipeline, truck).
A3	Develop mechanisms to obtain information from freight insiders on how the freight industry is evolving in the short run, medium and long run. Seek to understand the challenges they face, identify areas for potential collaboration; integrate this information into analysis tools.
A4	Integrate the need for truck data into siting decisions for automatic traffic recorders.
A5	Learn more about features desired in an “ideal” freight model; what kind of analytical power is needed, what would it take to get there?
A6	Develop an on-going forum for information sharing between the public and private sectors, consider establishing an Oregon Freight Users Group as an informational forum, a place to facilitate information partnerships across freight modes, public agencies and business sectors.
A7	Provide outreach to inform planners and decision-makers of analytical capabilities.
A8	Work with universities and partner agencies to develop freight courses aimed at training planners and engineers in the area of freight analysis.
A9	Partner with Oregon Trucking Association to develop a forum to raise issues of concerns and share perspectives with people who can make a difference in the movement of freight.



OREGON MODELING STEERING COMMITTEE

FREIGHT SUBCOMMITTEE

Charter

Date Established: October 2017

Subcommittee Chair: Becky Knudson, ODOT Planning Section

Members:

Amy Ramsdell, ODOT Motor Carrier
John Boren, ODOT Freight Unit
Joel Freedman, RSG, Inc.
Rick Donnelly, WSP
Sal Hernandez, OSU
Eric Jessup, WSU
Wes Risher, DEQ
Garth Appanaitis, DKS
Chris Johnson, Metro
Scott Drumm, Port of Portland
Miguel Figliozzi, PSU

Avinash Unnikrishnan, PSU
Tony Knudson, ODOT Research
Chi Mai, ODOT Region 1
Scott Turnoy, ODOT Region 1
Nick Fortey, FHWA
Cary Goodman, ODOT Rail Division
Gregg DalPonte, Oregon Trucking Assoc.
Dave Harlan, BIZ Oregon
Denise Whitney-Dahlke, ODOT TransData

Purpose:

Bring together a team of experts in the field of freight to identify issues and provide strategic direction for actions supporting robust analytical capabilities in the field of freight planning, including but not limited to:

- **Policy:** Identify current freight issues, trends, questions, needs related to information used to make informed decisions; (requirements associated with the National Multimodal Freight Policy, National Freight Strategic Plan, safety, economic development, state performance measures.)
- **Tools:** current, emerging and new; identify gaps in tools, improved forecasts,
- **Data:** identify data needed to prepare information: existing data, improvements to existing data, new data needed, potential data sources, data simulation tools;
- **Collaboration:** Identify areas of common interest and opportunities for collaboration, consistency between tools and data; Develop research proposals focused on implementation; Develop outreach materials to increase awareness of freight issues;

Member Roles and Responsibility:

Committee members are asked to provide the following:

- Commit to attending subcommittee meetings, either in person (preferred, when possible) or remotely
- Actively participate in subcommittee discussions

- Promptly respond to requests for information from the subcommittee chair
- Promptly return comments on materials provided for review

Primary Work Products (preliminary):

Item	Estimated Delivery Schedule
Synopsis of freight issues relevant to Oregon	TBD
Synopsis of analytical tools in use now and forecast needed tools	TBD
Synopsis of Oregon freight data needs and gaps	TBD
Recommendations on short term and longer term strategies (2 year/5-year/10-year approach)	TBD
Support development of freight performance measures	TBD

Anticipated Dissolution Date: December 2019, 4 to 5 meetings expected.



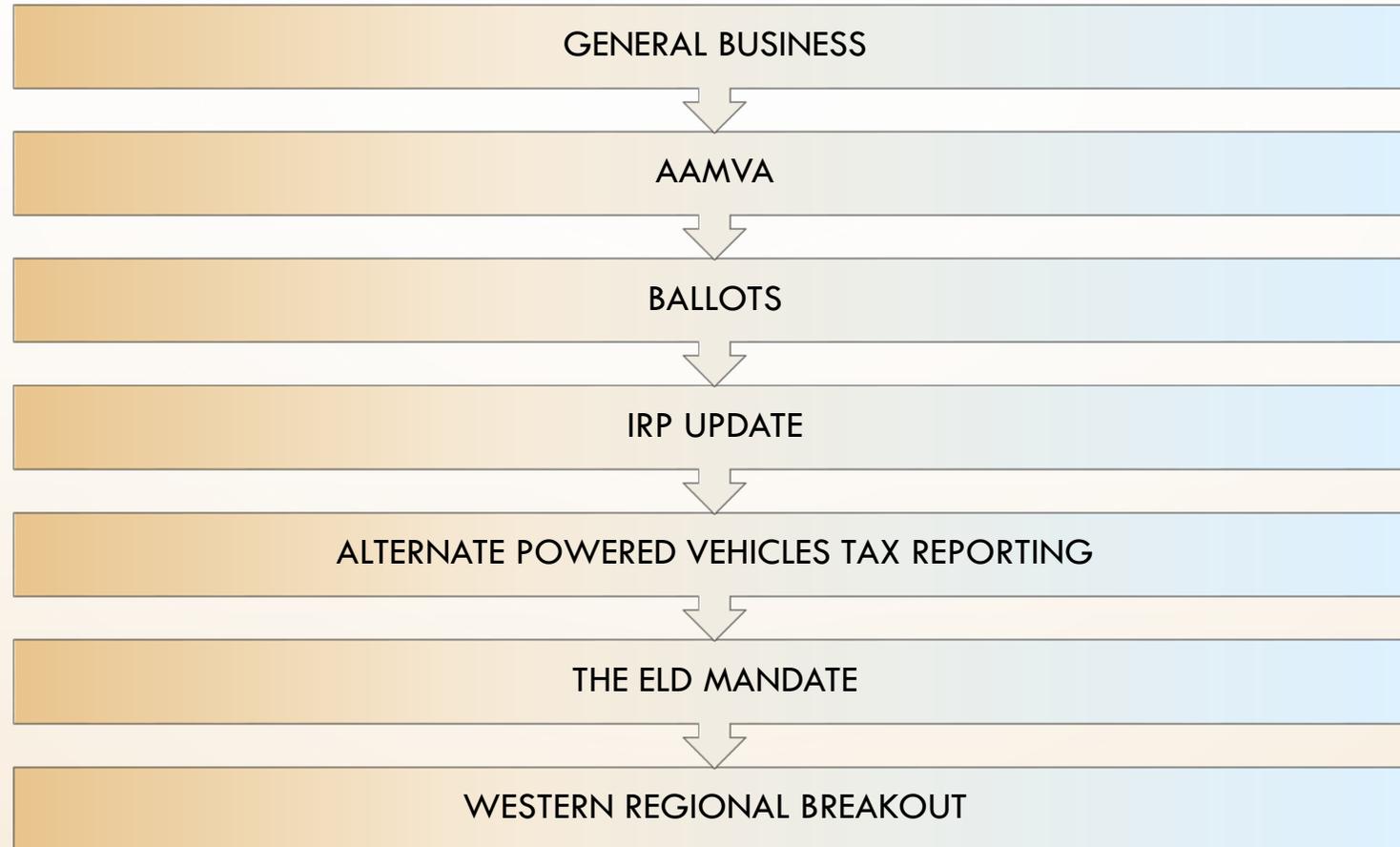
IFTA

INTERNATIONAL FUEL TAX ASSOCIATION, INC.

2018 Annual Business Meeting Overview



OVERVIEW



GENERAL BUSINESS

- Lonette Turner, CEO of IFTA Inc., is retiring – multiple recognitions for decades of service.
- New board members announced.
- The industry advisory committee would like a non-voting position added to the IFTA audit committee in order to offer industry perspective. Plans to meet with the IFTA audit committee to discuss industry representation have been made.



AAMVA

Presented by Anne Ferro, President and CEO

Focal points they plan to cover over the next year:

- Linked issues of electronic credentialing, vehicle identification, and roadside enforcement.
 - Currently half a dozen states (VA, IA, DE, and CO to name a few), are testing an electronic drivers license. This needs to be interoperable.
- Automated vehicles will be a primary focus.
- Motor carrier regulations.



BALLOTS

Multiple jurisdictions expressed dissatisfaction pertaining to housekeeping ballots previously short tracked that didn't pass because Commissioners failed to vote. Proposed implementation of voting method similar to IRP was suggested; 3/4th of votes cast will lead to passage. Subsequent discussion to continue.

FTPBP #1-2018 (R2120) Full demographic data to be uploaded daily:

- Unanimous vote to move to short track. (Failed last year due to lack of voting. Oregon provides this already.)

STPBP #2-2018 (P1030) Align IFTA with Bank of Canada's new procedure to publish exchange rates once each business day, eliminating the noon day rate:

- Unanimous vote to move to second thirty day period in short track. Will seek final vote after comment period. (Failed last year due to lack of voting.)

FTPBP #3-2018 (R200) Amend IFTA articles of agreement to modify established place of business and residency requirement language.

- Did not move to short track, re-write will be necessary. AL believes an "intent" provision similar to IRP's, would alleviate issues with carriers who don't report mileage in their base jurisdiction due to long term work contracts. Many jurisdictions were confused by the proposed language and the actual difference it would make.

FTPBP #4-2018 (R1120) Establish firm cut-off date to lock down tax rate changes to ensure consistency.

- No action taken. Controversial discussion with clear divides.



IRP UPDATE

Presented by Tim Adams, CEO of IRP Inc.

- Working on reciprocity clarification for commercial vehicles in non member jurisdictions (e.g. Alaska) to expand registration capabilities.
- Hired futurist to prepare for upcoming changes in the motor carrier industry.
- In the process of making a strategic preparation map of how to stay relevant.
- E-credential task force established to:
 - Manage expectations
 - Engage others who have been successful (e.g. UCR)
 - Review quality control aspects
 - Issued RFI - New system or hybrid solution with a pointer system for complete participation.
- Partnership with IFTA is increasing. Expect to see more collaboration.



ALTERNATE POWERED VEHICLES TAX REPORTING

Focus: Taxation of electric (EL) powered vehicles

Great apprehension with no agreement as to method of taxation. Various options identified:

- **IFTA filing based on a kilowatt hour conversion formula.**
PA is a proponent.
Con: This was viewed as a daunting task with significant margin for errors.
- **Increased registration fee.**
Higher IRP registration fees based on EL vehicle type. AL, NV and UT will implement this.
Con: Carriers can be dishonest or confused and not disclose the vehicle as EL at registration.
Con: Tesla ad claims 500 miles per charge, recharge in 30 minutes - Fees won't cover extensive road use.
- **A hybrid of the previous two methods.**
Mentioned as a possibility but no current proponents.
- **Mileage tax based on weight and distance.**
Proposed by KS state patrol.

Some predict this trend will make IFTA a program suited for fossil fuel vehicles. States continue to wrestle with taxation of alternate powered vehicles.



THE ELD MANDATE

Presented by: Alfonso Moreno and Eddie Franco, FMCSA

Details, implementation and enforcement of the electronic logging device (ELD) mandate discussed. Since implementation, safety stats have significantly improved.

Presented by: David Gray, (of Glostone) President of NATSA

Problems associated with ELD usage:

- Assumed reporting; not all devices are created equal (nearly 300 types available not counting BYOD)
- Miscellaneous miles (e.g. yard moves, barges, and personal conveyance)
- Vendor tweaks/upgrades/algorithm
- Electronic failure & accidental unplugging
- Devices being transferred between vehicles
- Record retention confusion:
 - (This concern was addressed in the general session as well.)
 - FMCSA requires Record of Duty Status (RODS) retention for 6 months.
 - IFTA audit retention period is 4 years. Audit issues are expected based on problems already being identified. OR has added ELD advisement wording in the IFTA instructions directing motor carriers to review the IFTA recordkeeping requirements.



WESTERN REGIONAL BREAKOUT

Led by: Cindy Arnold, NV

- CA announced a citizen initiative to roll back recent tax increase on November 2018 ballot. If passed, there will be a split rate month.
- OR announced plans to implement electronic credentials and a new look for the IFTA license in 2019.
- NV announced that they will NOT renew IRP or IFTA if a carrier (sole proprietor or corporation) owes NV money for any reason (e.g. revenue). Other jurisdictions are being encouraged to do the same.

An influx of carriers wanting to base in nearby jurisdictions (such as OR) is expected.





IFTA

INTERNATIONAL FUEL TAX ASSOCIATION, INC.

2018 Annual Business Meeting Overview

Presented by Melissa Flores, IFTA System Administrator



Uniform Permit Transport 2021

OREGON DEPARTMENT OF TRANSPORTATION, MOTOR CARRIER DIVISION

PRESENTED BY

HANNAH WILSON

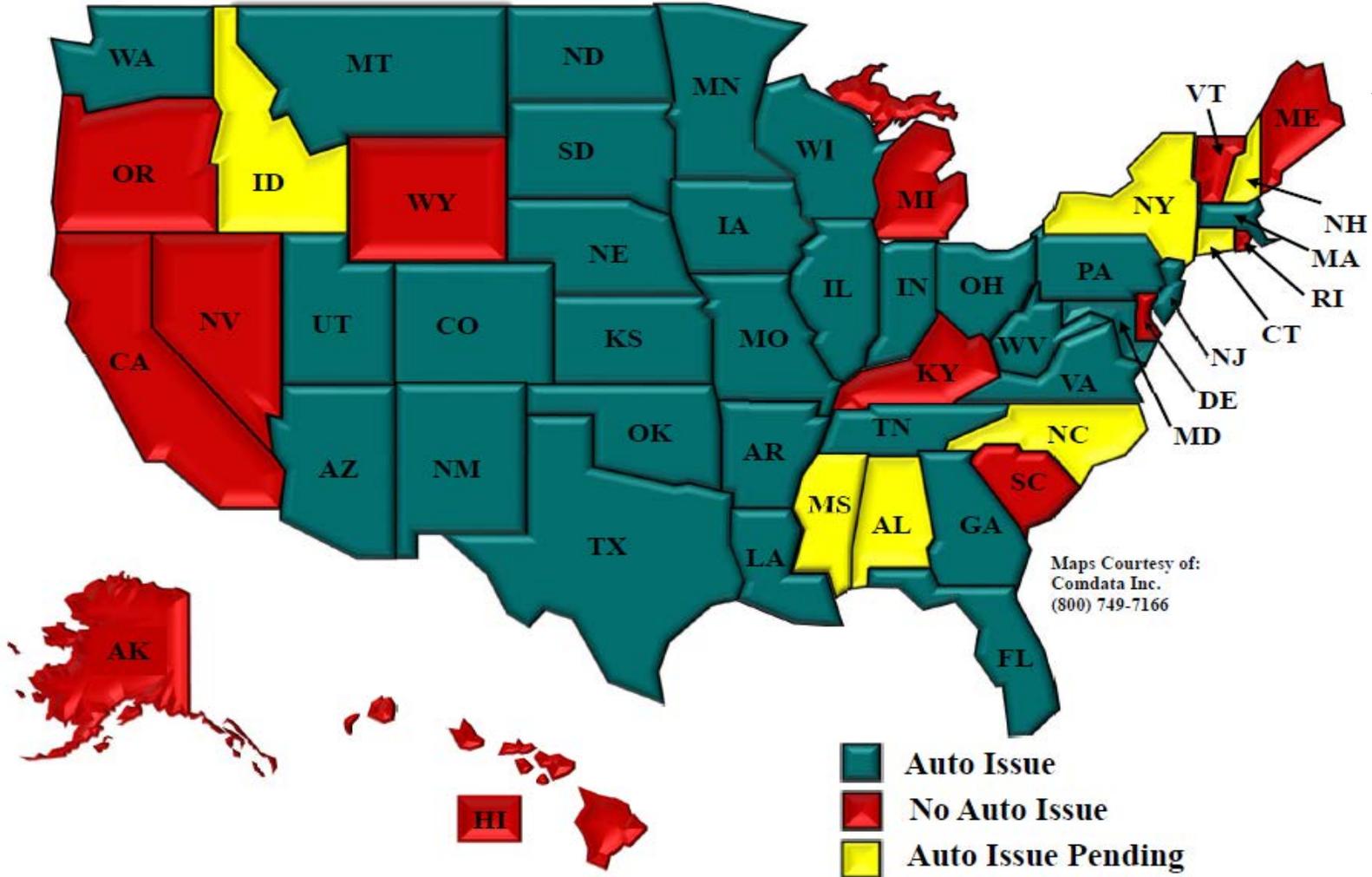


Oregon at a glance

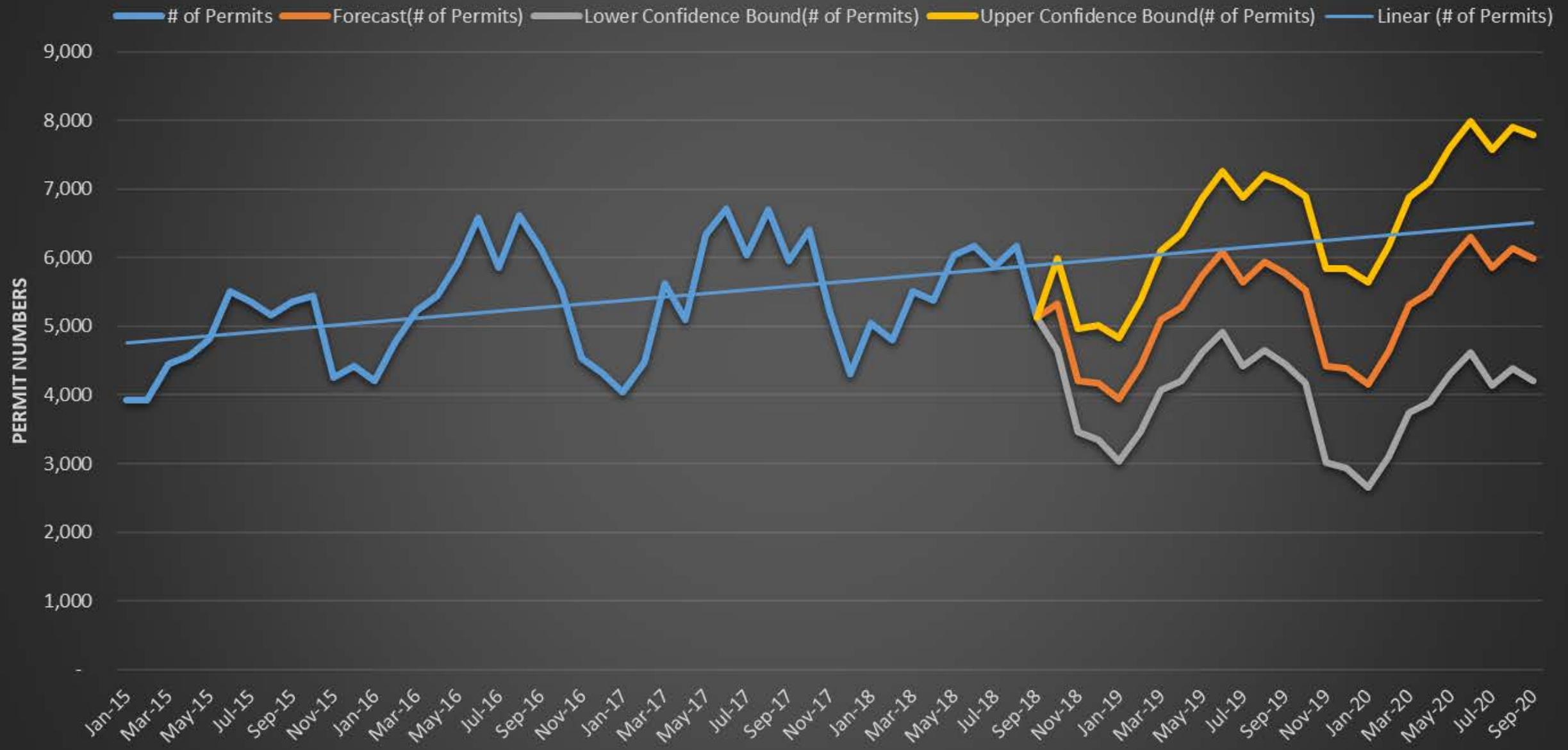
1. 18,594 highway lane miles in Oregon
2. 127,231 permits issued in 2017
3. Single Trip Permits account for 52.6% of 2017 permits



OS/OW Automated Permit System - Self Issue Single Trip Permits

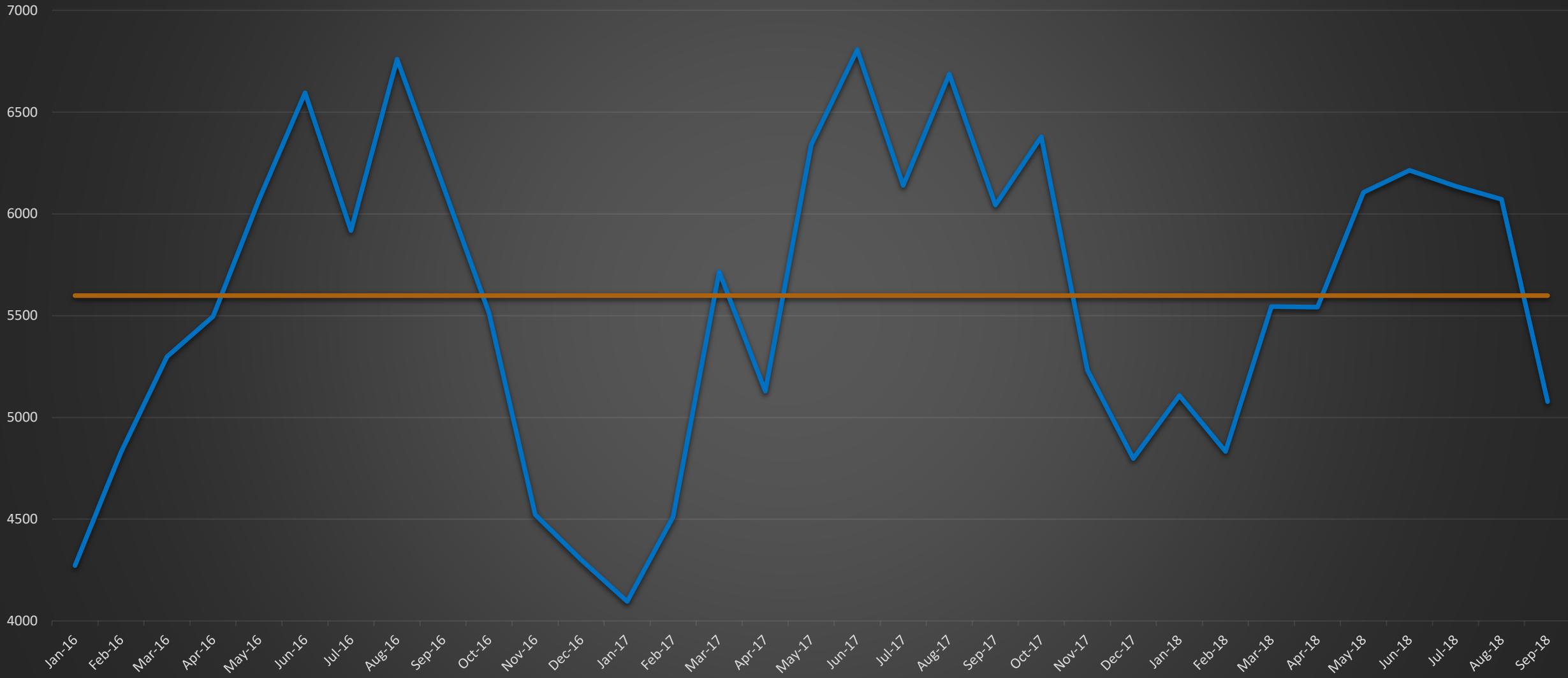


Single Trip Permit Forecast

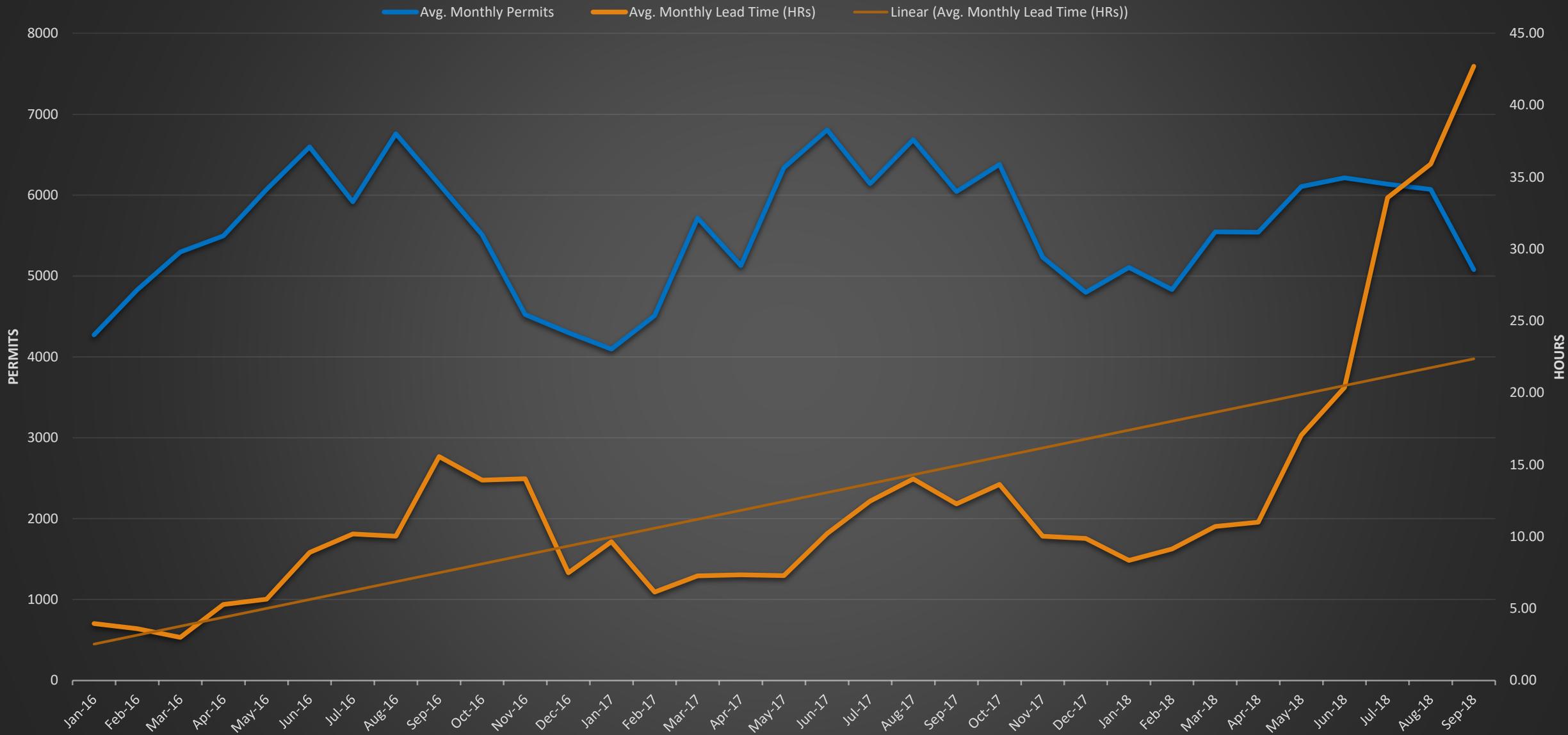


Monthly Trends Of Single Trip Permits

Issued Per Month Month Average



(Monthly) Average Single Trip Permits Issued Compared to Average Lead Time





OD Workload Increase

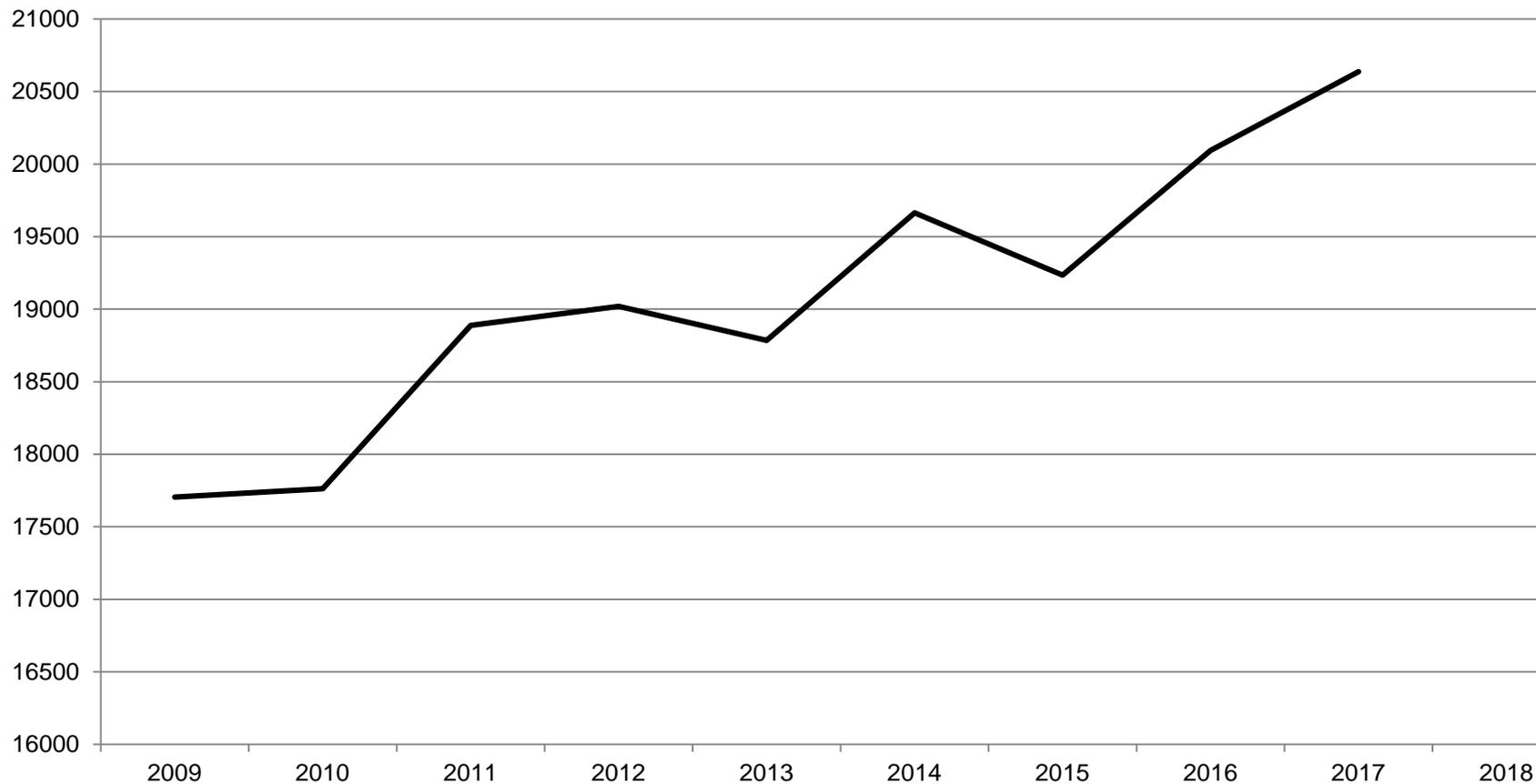
Presented by
Charlie Hutto

Motor Carrier Transportation Division
September 13, 2018



You are busy!

Permits Issued, June-August





Application Lag Time

- Time between single-trip permit application *submission*, and time *assigned* to an analyst, is greater.





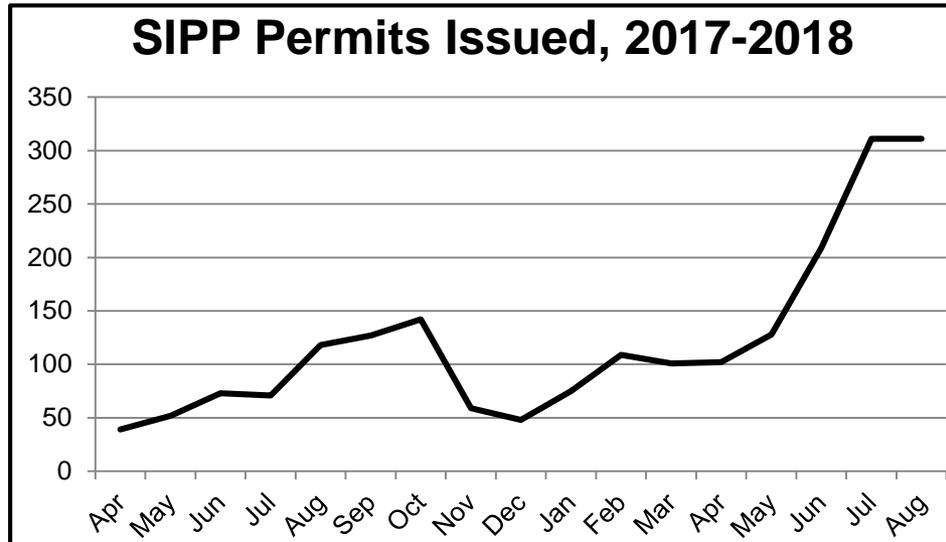
WHAT ARE WE DOING ABOUT IT?



What Are We Doing About It?

Self-Issue Permits Program (SIPP)

- 26 carriers are certified.
- 7 additional carriers scheduled to take training September 26.
- Work with counties to make program more useful.





What Are We Doing About It?

Brought back a retiree to help part time.

Other MCTD staff taking payment line calls.

- 501 calls in July, about 9% of OD Permits Unit total.
- OD staff can focus more on writing permits.





What Are We Doing About It?

Automated Permit Status Checks

- 262 status checks in July, only 80 transferred in to talk to somebody.
- Saved 182 phone calls.





What Are We Doing About It?

OT offered to OD Permits Unit staff.

- May – 56 hours
- June – 130 hours
- July – 138 hours
- August – 128 hours

OVERTIME



Summary – Short Term Solutions

Enhance Self-Issue Permits Program.

Hire temporary employees, limited duration employees, full-time staff.

Utilize other business units for administrative tasks.

Longer term solution...



