

***MOTOR CARRIER INDUSTRY PERCEPTIONS
OF IFTA AND IRP***

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INTRODUCTION

Transportation fulfills three major roles in a developed economy. It is primarily an enabler that allows an economy to develop by facilitating the specialization of production. Second, transportation is necessary for competition to exist among producers of commodities, goods, and services throughout a broad area. Third, transportation is a major component of the Gross National Product (GNP) in its own right.

As an enabler, transportation provides the opportunity for regional and national economies to specialize through trade. Trade and specialization are intertwined. Specialization is the exploitation of a region's comparative advantage in the production of commodities, goods, and services. The incentive to specialize is to increase profitability from a set of resources. This also results in increasing overall production that leads to a higher living standard for the participating economies. However, specialization would not take place if production could not be traded. Transportation is necessary for specialization of economies to take place. Thus, transportation is an important enabler allowing trade and specialization. This in turn has permitted economies to develop beyond the primitive state they were confined to before transportation and trade began to evolve. Before transportation, an economy had access to only the scarce resources found in the locality. The methods of production were limited to local knowledge and human resources were limited to the local population. The resulting economy was indeed limited until transportation evolved and unleashed the economic potential of the entire globe.

The existence of transportation is a necessary but not necessarily sufficient condition for competition to exist interregionally and globally. Producers of the same or similar goods and services, or substitutes from different regions or countries, could not compete against one another for the available business if they could not transport their goods and services to the location of demand. Competition is limited, or enhanced, by the availability of affordable transportation. When transportation costs exceed the comparative advantage that a region has in the production of a good or service, trade will not take place (barring artificial barriers or incentives) and competition will diminish. Thus, transportation is not

only an enabler for economic specialization but also allows competition to develop. Both economic phenomena have a positive impact on the development and growth of the global economy.

The third major role transportation plays in an advanced economy is the direct contribution it makes to the GNP. The purchase of trucks, trailers, locomotives, rail cars, planes, barges, ships, automobiles, tires, gasoline, and all of the other inputs required by the transportation industry are enormous. The cost of developing the various modal infrastructures is also a substantial part of a developed country's GNP.

Additionally, people employed in service and maintenance add significantly to the total transportation tab. Transportation's share of the United States GNP in 1993 was 16.1 percent, amounting to \$1.04 trillion.¹ This is an absolute increase from 1983 of \$390 billion. This is a 60 percent increase in absolute value, but a decrease in the percent of the GNP from 18.7 percent to 16.1 percent in the same period. This is an indication that the United States transportation system is becoming more efficient compared with our overall economy. Deregulation of major sectors of the transportation industry in the early 1980s generated a sharp increase in competition in both the freight and passenger arenas. This held down both rates and fares and in part explains the fact that transportation's share of the GNP has been declining steadily over this period.² Freight transportation accounted for a little more than a third of this bill — amounting to \$393 billion in 1993. It is clear from these statistics that transportation is a major sector of the United States economy.

The motor carrier industry is a major component of that sector and an integral part of the U.S. economy. The truck mode accounted for 78 percent of the total freight bill in 1992, \$293 billion.³ It also

¹ Transportation in America, 1994 12th edition, ENO Transportation Foundation, Inc., p. 7.

² Ibid.

³ op. cit., p. 40.

accounted for 31 percent of the total intercity ton-miles, compared to 37 percent by rail, 19 percent by pipeline and 12 percent by river.⁴ The trucking industry dwarfs all other modes in revenues and is only exceeded in ton-miles by rail. This shift toward trucking has occurred in the past seventy years. Rail and river transportation dominated the movement of freight in the United States before this time.

The growth of the trucking industry has been staggering since its development. It has the largest share of freight revenues of all the transportation modes. However, the most significant aspect of the industry is the important role it has played in the development of an advanced economy. Obviously all modes of transportation are important to an advanced economy. However, trucks were probably most critical, because of the unique differences they provided — especially when compared with other freight transportation in the 1920s and 30s, when it came on the industrial scene. The capability to deliver door-to-door, the lack of a restricting schedule, the elimination of trans-loading and transferring, the speed, and the personal attention given the load all made truck transport very distinguishable. These attributes must be important to the development of a modern industrialized and consumer economy — obvious from the growth and the relative size of the freight bill among modes.

The trucking industry has become such an important and integral part of our present economy that it could not function without it. Indeed, many businesses and industries could not survive without truck transportation — ranging from goods and commodities that are extremely time or temperature sensitive, to the movement of bulk agricultural commodities from the field to the farm. This unique form of transportation utility has resulted in tremendous growth in truck traffic and the attendant needs for a highway and road infrastructure.

One could argue over what came first, the development of a ubiquitous infrastructure or the motor carrier industry. Indeed, they probably developed symbiotically. One fact does seem certain: states

⁴ op. cit., p. 44.

took notice of the increased traffic and the impact that it had on the development and maintenance of the highway system and also its impact on safety.

The development of highway and road infrastructure has evolved into a dual responsibility of the federal and state governments. Today the state and local governments assume the responsibility for maintaining and policing the highways, while the federal government participates, along with state and local government, in the financing.⁵ Furthermore, since states have the right to protect their citizens (police powers) and must pay for the construction and maintenance of their highways, they have established vehicle regulations covering safety, weight, length, width, and speed.⁶ Additionally, the states have developed regulations and laws that impose vehicle registration fees and tax fuel used within their state for the same reasons.

The laws and regulations set up by the various states were not uniform and have caused problems for motor carriers that operate in multiple states. Many inefficiencies resulted from the lack of uniformity, and these resulted in increased clerical and management costs. Operational inefficiencies also resulted from these varying state regulations and laws. Companies had to register their trucks in all states they operated in, no matter how little time they spent there.⁷ These inefficiencies increased costs without increasing output. Trucking companies had to deal individually with each state they operated in regarding their mileage and the corresponding fuel they consumed (a similar situation exists for the registration of vehicles). This became an enormous clerical burden, not to mention cost, to the industry.

⁵Coyle, John J., et. al., *Transportation*, Second Edition, West Publishing Company, 1986, p. 131.

⁶op. cit., p.133

⁷Unless they used trip permits.

DESCRIPTION OF IFTA AND IRP

The International Registration Plan and the International Fuel Tax Agreement are two unique programs that are being carried out to mitigate the inefficiencies resulting from the individual state requirements to collect fuel taxes and register vehicles. Although these programs are in different stages of development, they have been sufficiently started to learn how effective they are and how they could be improved. That is the essence of this study.

International Registration Plan (IRP)

Registration fees are the oldest form of vehicle taxation. They have been in use for more than 80 years and are the second most important source of transportation revenue for states. Proper registration, including payment of the registration fee, is required before a vehicle can legally operate on the nation's road network. These registration fees are regulated independently by each state. Passenger cars and light trucks are only registered in one state, usually where domiciled. All other states the vehicle may travel through recognize this registration. Heavy vehicles, however, must be registered in every state they travel in.

Registration requirements for heavy vehicles are complex and burdensome. In an attempt to alleviate the problems for both vehicle owners and state regulators, organizations have struggled to develop a solution. The International Registration Plan (IRP) is one initiative developed by the American Association of Motor Vehicle Administrators (AAMVA) to solve some of the problems of interstate vehicle registration. IRP is a registration reciprocity agreement among states in the United States and provinces in Canada initiated in 1973. The objective of IRP was to create a simple registration system for the motor carrier industry while providing each jurisdiction a fair share of revenue.

The unique feature of IRP is that license fees are paid to all jurisdictions based on the proportion of fleet mileage in each jurisdiction. Additionally, each vehicle in the fleet is issued only one license

plate and cab card when registered under IRP and the carrier only deals with the registration agency in its base state. A carrier can also operate on an intrastate basis in any of the jurisdictions for which the vehicle is apportioned, provided any other regulatory requirements have been met.

The growth in jurisdictional participation in IRP shows its success in mitigating the problems associated with the registration of interstate motor carriers. Since its inception in 1973, when nine states joined, the IRP has grown to encompass all but five states in the U.S. Additionally, two Canadian provinces, Alberta and Saskatchewan, participate in IRP. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires all states to participate in IRP by 1996 or risk losing federal highway funds. All of the states in the Mountain-Plains region currently participate in IRP. Table 1 delineates when each state in the Mountain-Plains region joined IRP.

Table 1. Year States in the Mountain-Plains Region (Federal Region 8) Joined the International Registration Plan.

Year	State
1973	Colorado, Utah
1974	South Dakota
1975	Montana, Wyoming
1980	North Dakota

A base state must be selected by the motor carrier for initial registration in IRP. The base state must be where the carrier has an established place of business, where mileage is accrued by the fleet, and where operational records for the fleet are maintained or can be made available for an audit. The base state provides registration materials, collects and processes registration materials and funds, and distributes registration information and funds to the other applicable jurisdictions.

The information required for vehicle registration is determined by each individual state. However, it is the base state's responsibility to collect the information from the applicant for each applicable jurisdiction. In other words, each state must be familiar with all information requirements for the other participating states. In actuality, there is very little difference in the information required by the different states. The minimum information required by the IRP application includes the number of power units in the fleet, trailers, semi-trailers, auxiliary axles, and miles traveled in each jurisdiction for the previous year. Additionally, all states require, at a minimum, that the carrier show proof of title and, by federal law, proof that the Federal Heavy Vehicle Use Tax has been paid for vehicles weighing more than 55,000 pounds.

After this information has been provided, registration fees can be computed. The registration fee for each vehicle is based upon the percent of annual mileage for the entire fleet in each jurisdiction. A sample IRP registration for one tractor/trailer is provided in Table 2. Many motor carriers rely on their base state to calculate their IRP fees and bill them for the appropriate amount. The base state then supplies the motor carrier with license plates and cab cards for each of the apportioned vehicles. On the cab card, the base state identifies the jurisdictions the vehicle is registered in, the weight registered in each jurisdiction, and any other information specifically required by the applicable jurisdictions.

Table 2. Example of IRP Registration for One Tractor/Trailer Combination.^a

Jurisdiction	Jurisdiction Mileage (from previous year)	Percent of Total Mileage	Full Year Fees (by state) 80,000 lbs.	Apportioned Fees
North Dakota (Base State)	18000	16.67%	\$ 1,056	\$ 176
South Dakota	18000	16.67%	\$ 1,460	\$ 243
Montana	18000	16.67%	\$ 1,018	\$ 170
Wyoming	18000	16.67%	\$ 120	\$ 20
Colorado	18000	16.67%	\$ 2,232	\$ 372
Utah	18000	16.67%	\$ 570	\$ 95
Totals	108000	100.00%		\$ 1,076

^aRegistration based on a 1990 diesel-powered truck tractor of 14,458 pounds empty weight and a semitrailer of 11,500 pounds empty weight, registered for 80,000 pounds gross combination weight, in private operation.

Source: *Highway Taxes and Fees*. U.S. Department of Transportation, Federal Highway Administration. FHWA-PL-91-017. Washington, DC: Federal Highway Administration. 1991. pp 81-85.

Under IRP, each state has agreed to audit at least 25 percent of the IRP registered motor carriers based in their jurisdiction each year. As part of the IRP agreement, states have agreed to maintain a sufficient staff of audit personnel, make the results of an audit known to all other member jurisdictions in which the registrant operates, and follow the Uniform Audit Procedure Guidelines. The audit is essential to ensure that accurate mileage figures are reported for the various jurisdictions. Carrier records and weigh station and safety inspection data, are often used to ensure the carrier is reporting accurate mileage in the appropriate jurisdiction.

International Fuel Tax Agreement (IFTA)

Motor fuel taxes are the largest source of highway revenue in most states. These taxes are usually levied on the retail price of fuel. However, this creates problems for vehicles that can travel across several states without refueling. With the fuel tax collected at the pump, a vehicle that does not refuel in the state would not pay any fuel taxes in that state. To compensate for this, 47 states have set up a fuel-use tax. This tax is based on how much fuel is consumed in a state no matter where it was purchased. The jurisdictions that do not have a fuel-use tax are Alaska, Hawaii, Oregon, and the District of Columbia.

It is quite easy for intrastate commercial vehicles to comply with a state's fuel tax requirements. These vehicles, due to the nature of their operation, pay fuel taxes at the pump and consume all fuel purchased in that state. To comply with a state's fuel tax requirements for an interstate vehicle, however, is much more complex. These vehicles pay fuel taxes at the pump and then must record their mileage and fuel economy for the state to decide if additional payments are due the state (i.e., less fuel was purchased in a state than was consumed in that state) or if a refund is due the vehicle (i.e., the vehicle purchased more fuel in a state than was consumed in that state). The administrative and reporting requirements for an interstate motor carrier to comply with each state's fuel-use taxes are extremely burdensome.

The heavy burden of this system, for both motor carriers and state bureaucracies, has resulted in developing uniform administrative procedures and base-state arrangements. The International Fuel Tax Agreement (IFTA) and the Regional Fuel Tax Agreement (RFTA) are results of these efforts to reduce the burden of complying with and administering state fuel-use taxes. Initially, these agreements each had three states participating in them. Several changes were made to the IFTA in 1987 trying to get additional states to participate. These changes increased the membership of IFTA to 20 states (as of January 1993). The RFTA continues to consist of the original three states: Maine, Vermont, and New

Hampshire. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) has essentially mandated all states to participate in IFTA by 1996.

A carrier that participates in IFTA receives a fleet account number and an IFTA license from its base state. A copy of the license must be carried in every vehicle in the carrier's fleet. Additionally, a decal must be affixed annually to every vehicle in the fleet. The carrier is responsible for reporting mileage for its entire fleet, unlike the IRP where reporting is per individual vehicle. Also, IFTA reports are filed quarterly, unlike the annual IRP filing requirement. The quarterly report must show the fuel consumed, fuel tax paid, and mileage for each jurisdiction for the fleet. The base state determines to which states the carrier owes money and which states owe the carrier a credit. The carrier simply pays the base state the net liability for all jurisdictions.

The base state is responsible for annually auditing at least 15 percent of the carriers based in that state. These states must also follow the Uniform IFTA Audit Guidelines. Any other jurisdiction may audit carriers outside their jurisdiction at their own expense. States usually enforce IFTA compliance by visually inspecting the IFTA license and decal. The decals are a different color each year.

Although IFTA has resulted in substantial reductions in the fuel-use tax compliance burden, many problems still exist in administering the program. Differences in state laws — regarding which fuels and vehicles are subject to tax, filing periods and reporting dates, and policies toward the crediting and refunding of an overpayment — contribute to this complexity. The National Governors' Association and the Federation of Tax Administrators continue to work toward more uniformity in the administration of fuel-use tax regulations. However, their success has been marginal. The complexity of the system leads to evasion and avoidance on the part of some motor carriers. This contributes not only to lost revenue for states, but also to a less equitable competitive position for those motor carriers who pay all their taxes.

METHODOLOGY AND PROCEDURE

The objective of this study was to determine how IFTA and IRP are working for motor carriers: are they reducing paperwork or the regulatory burden on interstate truck commerce, can they be improved, what experiences have carriers had with the programs? The test of this objective is not a measurement of the actual time spent on paperwork or in meeting the regulatory requirements, but a determination of how the programs are **perceived** by the motor carrier industry. Whether time and effort savings are actual or not, truckers' perceptions of the programs will determine how enthusiastic and supportive they will be towards them.

In order to determine the perception of these programs, a questionnaire was mailed to owners of commercial vehicles in Federal Highway Administration Region 8. The region encompasses the states of Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming. The Canadian provinces of Alberta, Manitoba, and Saskatchewan were also included. The reader should be aware that this area of the country is often considered by motor carriers to be the best for dealing with state agencies. They seem to have fewer problems and encounter much less animosity than in other states in the nation.

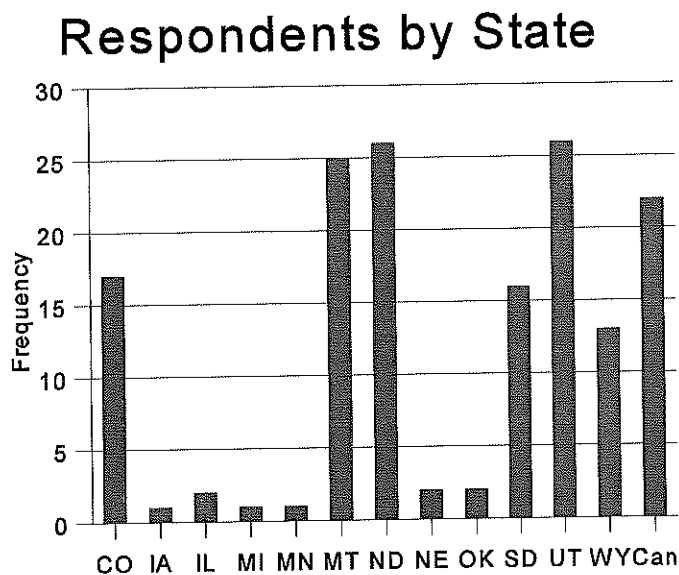
Only carriers with 20 or more vehicles whose main cargo was not passengers were chosen. This resulted in 596 questionnaires being mailed out. The questionnaire was a thirteen-page booklet with forty-six individual questions. The questionnaire was mailed in May of 1994. A week later it was followed by a postcard reminding participants to return the questionnaire or thanking them if they already had. Business reply mail was used to boost response. A total of 186 questionnaires were returned for a response rate of 31.2 percent. However, 26 of the surveys returned indicated that they did not use IRP or IFTA, which reduced the usable returns to 160 for a response rate of 26.8 percent.

Of the respondents that returned their questionnaire 90.6 percent registered vehicles in more than one state. The base state jurisdictions were divided between 12 states (see chart) with most coming from the six states in region 8. North Dakota and Utah led with 26 respondents each, followed by Montana

with 25, Colorado with 17, South Dakota with 16, and Wyoming with 13 respondents. The remaining jurisdictions had only one or two respondents each. Special mention needs to be made of the 22 respondents which listed Canada as their base jurisdiction. The majority of these were from Alberta, but a few were from Manitoba.

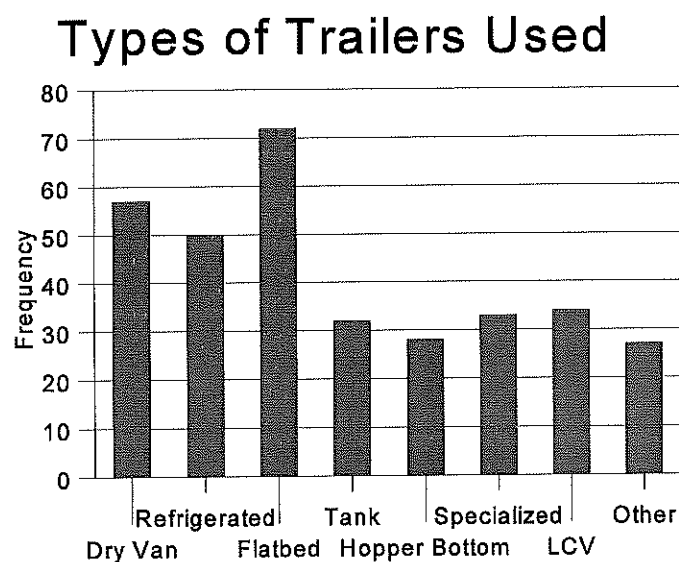
The average fleet size was 145 trucks, in a range from 3 to 1,800. Nearly 70 percent of hauls were interstate, but the percent per carrier ranged from 0 to 100. The average number of states that carriers registered trucks in was 26. This also varied widely, from 0 to 50 states. Since IRP and IFTA do

not apply in Alaska and Hawaii, those who responded with "50" either meant 48 states or included Canadian provinces.



Interestingly, the average number of states that fuel taxes were filed in was 24, which is lower than the 26 states that they were registered in, on average. It could be that carriers are registering trucks in states "just in case" they need to run there, but actually don't make it to a couple of them.

Companies were asked what types of trailers they used to give some indication as to the nature of their business. The breakdown of these trailer types is shown in the chart. Flatbed trailers were the most common. These trailers are used for heavy equipment or bulky loads. The type of haul they lend



themselves to is usually long and on an irregular route. Dry van was next most frequent. This type of trailer is used for many things, but is often used for short-haul, regular routes. Refrigerated trailers are used for temperature-sensitive freight (freight may be kept cold or warm in a refrigerated van). They are often used for foodstuffs and toiletries. Hauls may be either short or long, but are usually on a regular route.

Computer use was indicated by nearly 75 percent of the responding companies. However, their application was limited to word processing. Not one respondent indicated using computers for spreadsheets, data bases, contact management, electronic data interchange, fuel tax reporting, or record keeping. This indicates that computer use is not a very integral part of their business operations. There is much room for improvement in automating the business of trucking.

RESULTS

The results of this study are based on the responses to the 46 questions provided by the 160 respondent trucking firms. The actual responses to each question can be found in the Appendix. All references to a specific question relate to answers provided in the Appendix.

International Registration Plan (IRP)

Trucking firms are generally positive about the International Registration Plan (IRP). Regarding the paperwork involved in vehicle registration, 66 percent of the respondents said that the IRP had reduced the paperwork required to register their vehicles (Question 2). A small percentage, 7 percent, thought the program had resulted in increased paperwork. Seventeen percent thought it was about the same and 10 percent were not able to make a comparison.

Most firms, 64 percent, also thought that it had made the registration process faster (Question 3). Only 11 firms, 8 percent of the respondents, thought that IRP slowed the registration process. Twenty percent of the respondents concluded that the time to register vehicles was about the same.

Forty-two percent of the respondents surveyed reported that they have filed for a refund/credit under the IRP. An overwhelming majority, 81 percent, were satisfied with the outcome of the process (Question 5). However, 36 percent of those satisfied with the outcome reported that the process took too long. Thus it appears that some states could improve the program by speeding up the refund process. Furthermore, 20 percent of the firms were dissatisfied with the outcome. Companies that did suggest that they had a problem perceived that they came mostly from their base state. Sixty-three percent of companies experiencing problems said that they resulted from their base state. Conversely, 37 percent had problems with states other than their base states.

Most of the respondents, 62 percent, also thought the IRP instructions were easy to understand. Another 17 percent thought that the instructions were understandable but too complicated. Only 13 percent of the respondents thought the instructions were not clear.

Only 29 percent of the firms surveyed have been audited under the IRP. The firms audited generally reported a positive experience (Question 12). Thirty-six percent of those audited thought the audit was quick and 38 percent reported that the audit was easy. A small percentage said that the audit took a long time (7 percent). A vast majority of those audited, 96 percent, had reported the correct miles and vehicles. Only two respondents, 4 percent, had incorrectly reported mileage and/or vehicles.

Electronic registration of vehicles is not at all prevalent among the survey respondents. Less than 1 percent, one respondent, said that they had electronically registered their vehicles. Most firms, 76 percent, were not capable of electronic registration. Additionally, 13 percent signified that their state was not set up for it. It appears that the age of electronic registration is far from being realized.

The firms responding to the survey had a positive attitude about dealing with their state in the IRP (Question 17). Thirty-eight percent thought their state was very easy to deal with, 30 percent thought their state was easy to deal with and 26 percent said their state was okay to deal with. Only five percent of the respondents thought their states were difficult or very difficult to deal with.

This perception is reinforced by the experience that firms had when requesting help from their state. Sixty-three percent related that their questions were answered clearly and right away when dealing with their state. A very small percentage said that they could not get their questions answered or had other problems, such as being on hold for too long. Most of the firms, 58 percent, wished that the Canadian provinces were members of IRP also.

The most frequent response to Question 20 (If you could change three things that would improve IRP, what would they be?) was that all states and Canadian provinces should be included in the program. Given that the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires all states to

become members by September 30, 1996, this recommendation will soon be accomplished. Several other recommendations included:

- ▶ Offer better information when changes are made,
- ▶ Use smaller size renewal forms,
- ▶ Offer training sessions for trucking company personnel who are using the IRP for the first time,
- ▶ Develop a better explanation of the program and what it does,
- ▶ Provide a cost breakdown by state and vehicle,
- ▶ Distinguish the renewal form from the quarterly report by printing them on different colored paper,
- ▶ Provide uniformity among states,
- ▶ Develop an easier system for registering vehicles of different weights,
- ▶ Offer registration by computer.

All of the responses are included in the Appendix.

International Fuel Tax Agreement (IFTA)

The respondents which represented the trucking firms participating in this study had positive feelings about the International Fuel Tax Agreement (IFTA) similar to those they had about the IRP. A majority of respondents, 68 percent, feel that IFTA has reduced the amount of paperwork required to comply with the different state fuel tax requirements (Question 24). Eighteen percent thought it was about the same and only 6 percent perceived that it made it worse.

Respondents had a similar opinion of how IFTA affected the speed of reporting. Sixty-one percent of the firms thought that reporting under IFTA is faster, 29 percent thought it is about the same, and only 3 percent perceived it as being slower.

More than half of the respondents, 56 percent, have filed for a refund or credit under IFTA (Question 26). Over two-thirds of those that had filed for a refund or credit were satisfied with the process, finding it quick and acceptable. Twenty-four percent thought the process took too long but the outcome was okay. Only eight percent were not satisfied with the time it took and/or the results. A majority of those few that did perceive problems indicated that the problem was with their base state, 15 out of 24.

There was some concern shown by the respondent firms about the uniformity of forms among the states participating in IFTA. Forty-two percent of the firms indicated that states ask for the same information in different formats and 14 percent perceived that the information requested varied from state to state. Twenty-seven percent thought that the information requested was the same using similar forms.

One-fourth of the firms responding to the survey had ever been audited under the IFTA (Question 31). The firms who were audited were generally pleased with the process. Thirty-two percent thought the audit was quick and half thought it was easy. Only 16 percent felt the process took too long.

As with IRP, only a very small percentage of the firms file electronically, 1 percent. Seventy-six percent reported that their company was not set up for it and 11 percent indicated that their state was not set up for electronic filing.

As with IRP, a very significant majority of the firms rated their state very positively in regard to their experience with them in dealing with IFTA matters. Twenty percent indicated that their state was very easy to deal with, 33 percent said it was easy to deal with and 44 percent felt that it was okay to deal with. Overall, this indicates a strong endorsement by the industry of how the program is run.

As with the IRP, the most frequent response to Question 39 (If you could change three things that would improve IFTA, what would they be?) was that all the states and Canadian provinces should be in the program. Given that the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires all states to become members IFTA by September 30, 1996, this recommendation will soon be accomplished. Several other recommendations included:

- ▶ Allow a longer time for returning reports to the state,
- ▶ Eliminate rate changes in the middle of the month and quarter,
- ▶ Provide larger blocks on the report form,
- ▶ Implement electronic filing,
- ▶ Provide uniformity among states,
- ▶ Make certain base state personnel are more informed of other states' issues, thereby eliminating the need of carriers to contact other states.

All of the responses to Question 39 are provided in the Appendix.

SUMMARY

The motor carriers in Region 8 appear to have a positive perception of both the IRP and IFTA. This does not mean that there is not room for improvement, as is evidenced in the suggestions and some of the responses to the questions. However, overall they seem to have a high regard or at least a good attitude towards the programs and the way they are administered.

APPENDIX

Reciprocity Programs Survey

OVERALL RESULTS (N=160)⁸

July 1994

⁸ There were 26 additional surveys returned indicating no use of IRP nor IFTA for a total of 186 returned out of the 596 sent (31.2% return rate).

Q-1. DO YOU REGISTER VEHICLES IN MORE THAN ONE STATE?

Item	Number Responding	Percent
No (go to Question 14)	15	9.4
Yes	144	90.6

**Q-2. HOW HAS THE IRP AFFECTED THE AMOUNT OF PAPERWORK YOU DO RELATING TO VEHICLE
REGISTRATION?**

Item	Number Responding	Percent	Cumulative Percent
Increased paperwork	10	6.9	6.9
About the same amount	25	17.2	24.1
Decreased paperwork	96	66.2	90.3
Not able to make a comparison	14	9.7	100.0

Q-3. HOW HAS THE IRP AFFECTED THE SPEED WITH WHICH YOU ARE ABLE TO REGISTER VEHICLES?

Item	Number Responding	Percent	Cumulative Percent
Made it slower	11	7.5	7.5
About the same	30	20.5	28.1
Made it faster	94	64.4	92.5
Not able to make a comparison	11	7.5	100.0

Q-4. HAVE YOU EVER NEEDED TO FILE FOR A REFUND OR CREDIT UNDER IRP?

Item	Number Responding	Percent
No (go to Question 7)	84	57.5
Yes	62	42.5

Q-5. IF YOU ANSWERED YES TO Q-4, WHAT WAS YOUR EXPERIENCE?

Item	Number Responding	Percent	Cumulative Percent
Satisfied with process, it was quick and acceptable	32	51.6	51.6
Process took too long, but outcome was okay	18	29.0	80.6
Process was quick enough, but outcome was unacceptable	6	9.7	90.3
Process took too long and outcome was unacceptable	6	9.7	100.0

Q-6. IF YOU ANSWERED YES TO Q-4 AND YOU ENCOUNTERED PROBLEMS, WHERE DID THEY COME FROM?

Item	Number Responding	Percent	Cumulative Percent
No problems	38	58.5	58.5
My base state	17	26.2	84.6
A state other than my base state	10	15.4	100.0

Q-7. WHEN YOU REGISTER VEHICLES IN NON-IRP STATES, ARE THE FORMS TO BE FILLED OUT SIMILAR?

Item	Number Responding	Percent	Cumulative Percent
No, they ask for different information	14	9.7	9.7
No, they ask for the same information, but the forms are different	37	25.7	35.4
Yes, they ask for the same information on similar forms	28	19.4	54.9
I don't register vehicles in non-IRP states	65	45.1	100

Q-8. DO YOU EXPERIENCE ANY PROBLEMS WITH STATES THAT ARE NOT MEMBERS OF IRP?

Item	Number Responding	Percent	Cumulative Percent
Yes, a lot of problems	5	3.4	3.4
Yes, a few problems	42	28.8	32.2
No problems	49	33.6	65.8
I don't register vehicles in non-IRP states	50	34.2	100

Q-9. DID YOU RECEIVE ANY TRAINING ON IRP PROCEDURES AND FORMS?

Item	Number Responding	Percent	Cumulative Percent
No, figured it out myself	66	46.8	46.8
No, I called my state for help, but didn't get my question resolved	4	2.8	49.6
Yes, I called my state for help and they answered my question	45	31.9	81.6
Yes, company sponsored in-house training	5	3.5	85.1
Yes, I went to a seminar or other third-party training program	21	14.9	100

Q-10. DOES THE STATE PROVIDE WRITTEN INSTRUCTIONS ON HOW TO FILL OUT THE IRP FORM?

Item	Number Responding	Percent	Cumulative Percent
No, instructions are not provided	12	8.5	8.5
Yes, but the instructions are not clear	18	12.7	21.1
Yes, their instructions are understandable but too complicated	24	16.9	38.0
Yes, the instructions are easy to understand	88	62.0	100.0

Q-11. HAVE YOU EVER BEEN AUDITED UNDER THE IRP?

Item	Number Responding	Percent
No (go to Question 14)	103	71.0
Yes	42	29.0

Q-12. IF YOU ANSWERED YES TO Q-11, WHAT WAS YOUR EXPERIENCE?

Item (n=42)	Frequency	Percent
Audit was quick	15	35.7
Audit was easy	16	38.1
Audit took forever	3	7.1
Audit pointed out problems	12	28.6
We were assessed additional fees because of audit	8	19.0
We could not provide required documents	0	0.0

**Q-13. IF YOU ANSWERED YES TO Q-11, DID YOU REPORT THE CORRECT MILES AND VEHICLES FOR THE
PROPER MILEAGE REPORTING PERIOD?**

Item	Number Responding	Percent
No	2	4.5
Yes	42	95.5

Q-14. HAVE YOU EVER REGISTERED VEHICLES ELECTRONICALLY (BY COMPUTER HOOKUP)?

Item	Number Responding	Percent	Cumulative Percent
No, not set up for it at my company	119	75.8	75.8
No, my state is not set up for it	21	13.4	89.2
No, too complicated	0	0.0	89.2
No, unsure of how to	16	10.2	99.4
Yes, but had problems with the hookup	0	0.0	99.4
Yes, but had problems with the administrative process	0	0.0	99.4
Yes, no problems	1	0.6	100.0

Q-15. HOW WOULD YOU RATE YOUR STATE IN YOUR DEALINGS WITH IT FOR REGISTRATIONS (IRP)?

Item	Number Responding	Percent	Cumulative Percent
Very difficult to deal with	1	0.6	0.6
Difficult to deal with	7	4.5	5.2
Okay to deal with	41	26.5	31.6
Easy to deal with	47	30.3	61.9
Very easy to deal with	59	38.1	100.0

Q-16. WOULD YOU PREFER THE REGISTRATION YEAR TO START IN JANUARY, APRIL, JULY, OR OCTOBER?

Item	Number Responding	Percent	Cumulative Percent
January	84	55.6	55.6
April	30	19.9	75.5
July	23	15.2	90.7
October	14	9.3	100.0

Q-17. WHAT IS YOUR EXPERIENCE WHEN REQUESTING HELP FROM YOUR STATE?

Item	Number Responding	Percent	Cumulative Percent
Haven't requested help	15	9.7	9.7
Too much time on hold or being transferred	4	2.6	12.3
I knew more about it than the person I was talking to	7	4.5	16.8
I couldn't get the answer I needed	3	1.9	18.7
Got my question answered after awhile	28	18.1	36.8
Got my question answered clearly and right away	98	63.2	100

Q-18. DO YOU FILE RENEWAL APPLICATIONS ON A TIMELY BASIS (AT LEAST 30 DAYS BEFORE REGISTRATION

EXPIRES)?			
Item	Number Responding	Percent	Cumulative Percent
Rarely or never	6	3.9	3.9
Usually	51	33.1	37.0
Always	97	63.0	100.0

Q-19. WOULD IT HELP YOUR OPERATIONS IF ALL CANADIAN PROVINCES WERE MEMBERS OF IRP?

Item	Number Responding	Percent	Cumulative Percent
No	65	42.2	42.2
Yes, somewhat	37	24.0	66.2
Yes, a great deal	52	33.8	100.0

Q-21. DO YOUR VEHICLES TRAVEL IN MORE THAN ONE STATE OR PROVINCE?

Item	Number Responding	Percent
No (go to Question 34)	2	1.3
Yes	156	98.7

Q-22. HOW MANY VEHICLES DO YOU USE IFTA FOR?

Item	Mean	Range
Number of vehicles	190.40	0 - 10,250

Q-23. APPROXIMATELY, HOW MANY TOTAL FLEET MILES ARE DRIVEN BY THOSE VEHICLES?

Item	Mean	Range
Total fleet miles	8,286,148.15	0 - 135,000,000

Q-24. HOW HAS THE IFTA AFFECTED THE AMOUNT OF PAPERWORK YOU DO RELATING TO FUEL TAX**REPORTING?**

Item	Number Responding	Percent	Cumulative Percent
Made it worse	9	5.8	5.8
About the same	28	18.1	23.9
Made it better	106	68.4	92.3
Not able to make a comparison	12	7.7	100.0

Q-25. HOW HAS THE IFTA AFFECTED THE SPEED WITH WHICH YOU ARE ABLE TO REPORT FUEL TAXES?

Item	Number Responding	Percent	Cumulative Percent
Made it slower	4	2.6	2.6
About the same	45	28.8	31.4
Made it faster	95	60.9	92.3
Not able to make a comparison	12	7.7	100.0

Q-26. HAVE YOU EVER NEEDED TO FILE FOR A REFUND OR CREDIT UNDER IFTA?

Item	Number Responding	Percent
No (go to Question 30)	69	44.5
Yes	86	55.5

Q-27. IF YOU ANSWERED YES TO Q-26, WHAT WAS YOUR EXPERIENCE?

Item	Number Responding	Percent	Cumulative Percent
Satisfied with process, it was quick and acceptable	57	67.9	67.9
Process took too long, but outcome was okay	20	23.8	91.7
Process was quick enough, but outcome was unacceptable	2	2.4	94.0
Process took too long and outcome was unacceptable	5	6.0	100.0

Q-28. IF YOU ANSWERED YES TO Q-26 AND YOU ENCOUNTERED PROBLEMS, WHERE DID THEY COME FROM?

Item	Number Responding	Percent	Cumulative Percent
No problems	65	73.0	73.0
My base state	15	16.9	89.9
A state other than my base state	9	10.1	100.0

Q-29. WHEN YOU FILE FUEL TAXES IN VARIOUS STATES, ARE THE FORMS TO BE FILLED OUT SIMILAR?

Item	Number Responding	Percent	Cumulative Percent
No, they ask for different information	14	14.4	14.4
No, they ask for the same information, but the forms are different	41	42.3	56.7
Yes, they ask for the same information on similar forms	26	26.8	83.5
I don't pay fuel tax in non-IFTA states	16	16.5	100

Q-30. DO YOU EXPERIENCE ANY PROBLEMS WITH STATES THAT ARE NOT MEMBERS OF IFTA?

Item	Number Responding	Percent	Cumulative Percent
Yes, a lot of problems	9	5.9	5.9
Yes, a few problems	71	46.7	52.6
No problems	53	34.9	87.5
I don't pay fuel tax in non-IFTA states	19	12.5	100

Q-31. HAVE YOU EVER BEEN AUDITED UNDER THE IFTA?

Item	Number Responding	Percent
No (go to Question 34)	116	75.3
Yes	38	24.7

Q-32. IF YOU ANSWERED YES TO Q-31, WHAT WAS YOUR EXPERIENCE?

Item (n=38)	Frequency	Percent
Audit was quick	12	31.6
Audit was easy	19	50.0
Audit took forever	6	15.8
Audit pointed out problems	12	31.6
We were assessed additional fees because of audit	13	34.2
We could not provide required documents	0	0.0

**Q-33. IF YOU ANSWERED YES TO Q-31, DID YOU REPORT THE CORRECT MILES AND VEHICLES FOR THE
PROPER MILEAGE REPORTING PERIOD?**

Item	Number Responding	Percent
No	6	13.0
Yes	40	87.0

Q-34. HAVE YOU EVER FILED FUEL TAXES ELECTRONICALLY (BY COMPUTER HOOKUP)?

Item	Number Responding	Percent	Cumulative Percent
No, not set up for it at my company	118	75.6	75.6
No, my state is not set up for it	17	10.9	86.5
No, too complicated	0	0.0	86.5
No, unsure of how to	19	12.2	98.7
Yes, but had problems with the hookup	0	0.0	98.7
Yes, but had problems with the administrative process	0	0.0	98.7
Yes, no problems	2	1.3	100.0

Q-35. HOW WOULD YOU RATE YOUR STATE IN YOUR DEALINGS WITH IT FOR FUEL TAXES (IFTA)?

Item	Number Responding	Percent	Cumulative Percent
Very difficult to deal with	1	0.7	0.7
Difficult to deal with	2	1.3	2.0
Okay to deal with	68	44.4	46.4
Easy to deal with	51	33.3	79.7
Very easy to deal with	31	20.3	100.0

Q-36. WOULD YOU PREFER THE FUEL TAX YEAR TO START IN JANUARY, APRIL, JULY, OR OCTOBER?

Item	Number Responding	Percent	Cumulative Percent
January	120	83.3	83.3
April	12	8.3	91.7
July	10	6.9	98.6
October	2	1.4	100.0

Q-37. DO YOU FILE FUEL TAXES ON A TIMELY BASIS (AT LEAST 30 DAYS BEFORE THEY ARE DUE)?

Item	Number Responding	Percent	Cumulative Percent
Rarely or never	28	18.3	18.3
Usually	27	17.6	35.9
Always	98	64.1	100.0

Q-38. WOULD IT HELP YOUR OPERATIONS IF ALL CANADIAN PROVINCES WERE MEMBERS OF IFTA?

Item	Number Responding	Percent	Cumulative Percent
No	63	41.7	41.7
Yes, somewhat	31	20.5	62.3
Yes, a great deal	57	37.7	100.0

Q-40. WHAT STATE IS YOUR BASE STATE?**

Item	Number Responding	Percent
Colorado	17	12.9
Iowa	1	0.8
Illinois	2	1.5
Michigan	1	0.8
Minnesota	1	0.8
Montana	25	18.9
North Dakota	26	19.7
Nebraska	2	1.5
Oklahoma	2	1.5
South Dakota	16	12.1
Utah	26	19.7
Wyoming	13	9.8

* There were 22 surveys which indicated a Canadian province as their base state, the majority being Alberta and a few Manitoba.

Q-41. HOW MANY TRUCKS DO YOU REGISTER ANNUALLY?

Item	Mean	Range
Number of trucks	144.52	3 - 1,800

Q-42. WHAT PERCENT OF YOUR HAULS ARE INTERSTATE?

Item	Mean	Range
Percent interstate hauls	69.05 %	0.0 % - 100.0 %

Q-43. HOW MANY STATES DO YOU REGISTER TRUCKS IN?

Item	Mean	Range
Number of states registered in	26.19	0 - 50

Q-44. HOW MANY STATES DO YOU FILE FUEL TAXES IN?

Item	Mean	Range
Number of states file fuel taxes in	24.05	0 - 50

Q-45. WHAT TYPE OF TRAILERS DO YOU USE?

Item (n=160)	Frequency	Percent
Dry van	57	35.6
Refrigerated	50	31.3
Flatbed	72	45.0
Tank	32	20.0
Hopper bottom	28	17.5
Specialized	33	20.6
Longer combination vehicles	34	21.3
Other	27	16.9

Q-46. WHAT DO YOU USE COMPUTERS FOR IN YOUR OPERATION?

Item (n=160)	Frequency	Percent
Word processing	119	74.4
Spreadsheets	0	0.0
Database management	0	0.0
Contact management	0	0.0
Electronic data interchange	0	0.0
Fuel tax reporting	0	0.0
Record keeping	0	0.0

RECIPROCITY PROGRAMS SURVEY**Essay Responses****Q-20. IF YOU COULD CHANGE THREE THINGS THAT WOULD IMPROVE IRP, WHAT WOULD THEY BE?**

Survey	Response
001	Better information when changes are made.
003	Smaller size renewal forms - too large of sheets to work with now.
007	We could use an option to have all private fees broken out per equipment # - because we charge private fees back to owner operators.
009	1. The IRP is one of the greatest things to happen to the trucking industry. 2. Only change I would like to see is the allowance of computer generated miles for trips.
011	Discontinue the practice of keeping track of miles/states for prorated pickups & light trucks - does not affect apportioned percentages. We have a variety of weight class vehicles the smaller groups are a reflection of what the larger trucks are running for percentages.
013	1. Make all states IRP members mandatory. 2. Make all Canadian provinces members.
015	Add all states & provinces to IRP.

Q-20. IF YOU COULD CHANGE THREE THINGS THAT WOULD IMPROVE IRP, WHAT WOULD THEY BE?

Survey	Response
018	<ol style="list-style-type: none"> 1. Payment made by the quarter. 2. Credit for deleted vehicles even if they are not replaced. 3. Breakdown of fees spent with bill showing total by unit by state.
019	Don't like the voice mail system at the capital. Wastes time trying to get through.
021	<ol style="list-style-type: none"> 1. All states & Canadian provinces should be members. 2. Full electronic exchange of information.
022	Training for new personnel - would be nice if there was a training session for people who are doing this for the first time.
023	<ol style="list-style-type: none"> 1. Provide rules & regulations more concise and easier to administrate. 2. Provide more uniformity on fees due from various states (as it stands now, it takes a Philadelphia lawyer to translate). 3. More detailed billing on exactly what we re being charge for.
031	<ol style="list-style-type: none"> 1. A better explanation of what it does and more instructions of how to file. 2. 1-800 #
032	<ol style="list-style-type: none"> 1. Although my base state is not overly difficult to deal with, the employees are not always friendly. I feel that they should try to make IRP registration as easy as possible. 2. Every year after registration, I receive a bill for total payment due - with no cost break-down per state or vehicle. I usually have to request this information at least twice before receiving it. This should be included with original billing.

Q-20. IF YOU COULD CHANGE THREE THINGS THAT WOULD IMPROVE IRP, WHAT WOULD THEY BE?

Survey	Response
033	<p>1. I would like to know at what weight increment fees change in the various states, plus the fee base costs in each increment.</p> <p>2. Wish that all states would be uniform in that we could increase our weight with a trip permit only & not be required to increase the prorate cabcard prior to the movement such as Iowa is requiring now.</p> <p>3. IRP renewals should be in order by carriers own unit # not by the title #. Would be easier to spot if all tractors & trailers are on the list. When fee prints per unit are requested by carrier the print should have its columns totaling at the end of the fee columns of each unit so that the carrier could easily charge the fees back to its contractor.</p>
035	<p>1. Add on all Canadian provinces & US states.</p> <p>2. Better information between IRP members.</p>
038	Only been in for one year cannot request changes at this time.
040	<p>1. All states must give refunds!</p> <p>2. All states and provinces should supply companies with maximum allowance weights.</p> <p>3. All states and provinces should supply contact numbers, fax numbers, all information requested to run in their state, permits, costs, etc.</p>
044	Every state & province on IRP.
045	Due the same time as the decals - January 1.
050	Make the weight restrictions more clear for small outfits, all the instructions are for major over the road companies.
054	We have no problem as the system now works good in answering questions, all information transfer is done with the state of Iowa.

Q-20. IF YOU COULD CHANGE THREE THINGS THAT WOULD IMPROVE IRP, WHAT WOULD THEY BE?

Survey	Response
055	<p>1. The need to reapply every year - that's a nuisance!</p> <p>2. Reapplication fee assessed to first quarter return.</p> <p>3. If we must reapply each year, at least send the renewal forms separate from the quarterly return or have them a different color so they stand out.</p>
057	Have all states involved.
059	Get all states to become members.
061	Accept Company Checks
065	<p>1. I would change the start of the registration year - to hectic at year end.</p> <p>2. Many states add a third structure tax or increase amount on fuel taxes with a surcharge.</p> <p>3. All states and Canada should be members of the IRP would make operations a lot easier.</p>
068	<p>1. Make refund amounts prorated by months remaining in license year.</p> <p>2. Issue cash refunds rather than credit against future registration.</p>
070	Easier refunds.
072	Add more states.
074	All 50 states were members. You would only have one report to complete.
075	Better communication skills with state employees.
078	Would like to see all states and Canadian provinces become members.
079	States could offer a payment plan instead of all funds at one time.
083	Make filing year October and then use mileage from January-December of the previous year.
084	<p>The state needs to know the regulations for Canadian license as far as needing authority to be licensed</p> <p>- they don't ask for it now and it can cause problems in Canada.</p>
085	change to IFTA
090	<p>Make sure the state coming on line have the needed information and they furnish the base state with what they need in a timely matter. This seems to be the biggest problem. ND does a nice job. The other states are not as efficient as ND and not very knowledgeable.</p>

Q-20. IF YOU COULD CHANGE THREE THINGS THAT WOULD IMPROVE IRP, WHAT WOULD THEY BE?

Survey	Response
095	1. Statements were processed faster.
	2. Plates were released prior to their receiving payment - for good accounts.
097	That small vehicles, like cars being approved to be licensed under IRP.
104	I do not want to register IRP at all until all Canadian provinces are members. It is far too expensive as it currently stands.
106	Have more states issue credit when a vehicle is transferred or deleted.
107	I would get all states and provinces on the agreement.
109	1. Compel all states to use some set of rules, i.e. offer credits for sold equipment.
	2. Disallow states from taxing trailers - keep the taxes uniform.
111	I feel the system is fine the way it is.
112	1. Would be great if all IRP members could have the same expiration dates for license plates.
	2. Would be nice if all states issues new plates for each year for apportioned vehicles. You use a plate for a year on a vehicle that travels across the country they really get bent up quickly. Also difficult to affix yearly decals in Dec & Jan.
	3. In cases where you have fleets in different states, would be great if IRP forms were identical. One state wants this, the other state wants that, etc.
117	All states were IRP.
124	All states were members.
125	They do a very good job.
128	Wouldn't change a thing.
130	Give credit on IRP cancellations.
134	I wish everything was more uniform among the states and provinces.
135	All states should be included.
136	1. Make quarterly payments.
	2. Plates cost entirely too much.

Q-20. IF YOU COULD CHANGE THREE THINGS THAT WOULD IMPROVE IRP, WHAT WOULD THEY BE?

Survey	Response
138	<ol style="list-style-type: none"> 1. Expand it to include all states and provinces. 2. Offer invoicing for services with accounts who establish credit. 3. Accept company cheques rather than the certified cheque only.
153	<ol style="list-style-type: none"> 1. Have a simple rate form so we would know exactly what the fees will be. 2. Have a refund policy for canceled licenses so the total refund would come from the base state. 3. Have an easier system for licensing various weights.
154	Every state & province belonged to IRP
156	<ol style="list-style-type: none"> 1. Make applications the same in all base states. Each state (we base plate in 6 states) has a different form. 2. Provide a cost breakdown for each unit registered. Must request info in CO. - other states do not provide info at all.
157	<ol style="list-style-type: none"> 1. All states/provinces IRP. 2. Register by computer hook-up would be great. 3. Detail billing.
158	<ol style="list-style-type: none"> 1. Credit or refund procedures need to be more efficient & timely and actual cash credits not just paper credit only when a tractor truck is deleted. Direct transfers vs. 13 state credits are unfair to all tractors deleted. Credit on deletes needs to be revamped & <u>not</u> held by state. 2. We should be provided breakdown of charges by state for each tractor & trailer to prove exact amount paid to other IRP states through our account. Our state has the computer program for IRP but all we are provided is the one total amount paid each state - leaving us to <u>again</u> calculate the entire bill over for ourselves per unit. You would think a \$50,000 or \$60,000 program computer could include this. (I am told this is the cost of the state program) It is hard to believe it does not.
161	Figure out a simpler way to transfer fees from a deleted unit to an added unit.

Q-20. IF YOU COULD CHANGE THREE THINGS THAT WOULD IMPROVE IRP, WHAT WOULD THEY BE?

Survey	Response
162	A way to track trailer miles when they are pulled by various subcontractor tractors (as all of our trailers are).
164	All 48 states go IRP.

Q-39. IF YOU COULD CHANGE THREE THINGS THAT WOULD IMPROVE IFTA, WHAT WOULD THEY BE?

Survey	Response
002	<ol style="list-style-type: none"> 1. Have all states be member of IFTA. 2. Allow a longer due date - more than 1 month after quarter closes to get report done - maybe 45 days after quarter ends.
009	<ol style="list-style-type: none"> 1. Make Oregon get rid of their ton-mile and incorporate a fuel tax or get out of the IFTA. 2. Allow the use of computer generated miles for reporting purposes.
013	Make it mandatory for all states & provinces to belong to IFTA.
015	Add all states.
018	<ol style="list-style-type: none"> 1. No rate changes in the middle of a month or quarter. 2. More states included. 3. One additional week to prepare return.
019	<ol style="list-style-type: none"> 1. Make blocks bigger on the report form. 2. Find an easier way to receive a refund than copying hundreds of invoices.
021	<ol style="list-style-type: none"> 1. Everyone a member. 2. EDI filing 3. Quarterly reporting only - no more monthly's.
023	<ol style="list-style-type: none"> 1. Provide rules & regulations more concise and easier to administrate. 2. Provide more uniformity on fees due from various states. 3. More detailed billing on exactly what we are being charge for.
031	All Canadian provinces members & USA all members.
033	<ol style="list-style-type: none"> 1. The states should never, never change rates in the middle of a month. Must always be the first of a month. 2. Base reporting state - should accept a computer print & not require or demand to have their own hand written report.
035	Better recognition of Alberta by other IFTA members.

Q-39. IF YOU COULD CHANGE THREE THINGS THAT WOULD IMPROVE IFTA, WHAT WOULD THEY BE?

Survey	Response
036	If you under pay, you are allowed interest, but if you overpay, there is no interest credit. Result is that you can have a "balance due" on a "credit" balance.
040	Add more provinces and states.
044	Every state & province on IFTA.
045	1. Every state and province were on IFTA. 2. All reports due end of the next month after quarter. 3. All mileage (OR, AZ, KY, NY) reporting set up as IFTA.
046	I wish all states were required to join, especially CA, OH, PA.
052	Need to handle non-highway use refunds.
054	Get all states involved.
057	1. Different forms - some parts are repetitive or difficult to understand. 2. All states involved.
059	Get more states to join.
064	1. Set up a program whereby all states have to join IFTA. 2. Have all states uniform , IFTA apportion, and gain other needed revenue from fuel tax. 3. Make it possible that whatever you need for your home state will be acceptable for all other states.
065	All states should become members.
068	1. Make AZ and IN eliminate surcharge and use a format like all the other states use. (When computing the fuel taxes, taxable gallons (gallons consumed) are determined by subtracting gallons purchased from taxable gallons. NET taxable gallons are then multiplied by the tax rate to arrive at amount owed or amount of credit. All states use this formula except AZ and IN. AZ and IN charge a surcharge rate on the taxable gallons (gallons consumed) and also charge their state tax rate on the net taxable gallons. Therefore, the computations, formulas, and forms are different for these two states.)
070	Program seems to work well.
072	Add all states and Canada.
075	That all states we travel in would be registered.

Q-39. IF YOU COULD CHANGE THREE THINGS THAT WOULD IMPROVE IFTA, WHAT WOULD THEY BE?

Survey	Response
078	Would like to see all states and provinces become members.
079	More states.
080	1. The states plan on going IFTA would let you know a little sooner. 2. I do not think states should be able to charge two different rates for purchased and used fuel.
084	1. Total lines for all columns. 2. Separate form for each type of fuel. Diesel, propane, gas.
085	Not to change mileage along with being IFTA.
086	Get BC to join
087	Get the other states to join.
088	All states on IFTA
089	Sending itemized fuel ticket lists is a huge burdensome task!
090	Same as IRP.
099	1. More uniformity among states eliminate surcharges, mileage taxes, etc. 2. UT requires that we type the info on their form. A PC generated report is not acceptable. 3. UT doesn't add newest states in alphabetical order on their report.
101	Uniform procedures concerning purchase of reefer fuel or off-highway fuel.
103	Get more members ASAP.
104	1. That all provinces and states have to be joined up by Jan 1, 95 and not have to wait until 96. 2. That it be mandatory for all Canadian provinces to join IFTA. My understanding is that, the provinces don't have to join.
109	1. Not allow states to alter methods of collecting, i.e. Oregon for mile tax - AZ for mile - in surcharge. 2. Allow credits for fuel not used to propel vehicles - idle hour.

Q-39. IF YOU COULD CHANGE THREE THINGS THAT WOULD IMPROVE IFTA, WHAT WOULD THEY BE?

Survey	Response
110	<p>1. Allow us to file the mileage tax as part of the IFTA return (AZ and ID both have mileage tax as well as fuel tax so we still have to file mileage with the state and fuel tax with IFTA.)</p> <p>2. Allow us to include tax paid reefer fuel in the tax paid totals on the IFTA return. AZ says take the credit- Other states say you can't take the credit. There is no consistency.</p> <p>3. Have all base states use the same IFTA forms - Currently each base state design their own form - again - there is no consistency. Each state still wants to do things their own way.</p>
117	<p>1. Place on forms for credit.</p> <p>2. All states were IFTA.</p>
123	All states join IFTA and eliminate all the fuel stickers.
125	If all states would join the program.
126	That all states be members of IFTA.
130	South Dakota and Oregon have mileage tax to file. It would be easier if they included this under IFTA. So as to make it more streamlined.
134	<p>1. All states should be required to belong.</p> <p>2. I would like to see all of Canada included.</p>
137	Include all 48 contiguous states.
138	<p>1. Include all states and provinces.</p> <p>2. Semi-annual fuel tax filing.</p>
146	Incorporate requirements dealing with state hazmat filing.
148	Have all states be members.
153	Do away with all weight distance taxes and tax fuel only under IFTA.
154	<p>1. Adding more states & provinces.</p> <p>2. The Alberta IFTA tax return needs more lines on tax returns - only room for 20 states/provinces.</p>
157	To include all states & provinces.
158	It would help if my base state would have better answers. Most of the time I have to call the state themselves.

Q-39. IF YOU COULD CHANGE THREE THINGS THAT WOULD IMPROVE IFTA, WHAT WOULD THEY BE?

Survey	Response
159	When requesting a refund we should not need to turn in a list of all fuel stops.
161	Uniformity between states as to acceptability of off-highway fuel use (PTO, idle time, etc.)
162	A way to track trailer miles when they are all pulled by various subcontractor tractors.

COMMENTS ON THE BACK OF THE SURVEY.

Survey	Response
009	We were told by our base state of South Dakota that we could not use computer miles on our trip reports, which we use to get our prorated & fuel tax reports. Although they use P.C. miles when they conduct audits, no states should be allowed entrance into either the IRP or IFTA with exceptions.
023	<p>#15, 17, & 35: The employees seem to be a little uncertain (just as we are as users) about how to administrate the rules & regulations.</p> <p>When the IRP was initiated, it was a chocolate mess. It has gotten slightly better each year.</p> <p>The IFTA started as a chocolate mess & remains the same.</p>
026	Make it possible to purchase off road low sulfur fuel without having to pay fuel taxes & then applying for refund for off road usage.
041	I'm satisfied as they are.
045	<p>IRP & IFTA are great.</p> <p>It is like on stop shopping; i.e. one form, one cheque.</p> <p>For auditing I would think it is best as the states that would not travel far for the audit they now get their share of audits done for them.</p>
047	<p>All of North America should operate on one base plate. All interstate - international or interprovincial registration should be the same cost no matter where. Also each jurisdiction could set intra registration for what ever they want, but only for local trucks. Also fuel tax should be the same for all North America - no advantage to fuel in any one state or province- this sure would save a lot of work.</p> <p>It used to be this way once - your tag was good nearly everywhere and fuel tax was nonexistent.</p> <p>Missouri, Iowa, Nebraska, Kansas, Arkansas started to play games and it spread like wildfire.</p> <p>Missouri sold nearly tax free fuel going out of state and the others just wanted their share. 1952 or 1953.</p>
054	Both are good programs and helpful to small fleet owners.
068	IRP and IFTA are very good except for refunds in IRP and AR and IN surcharge under IFTA.

COMMENTS ON THE BACK OF THE SURVEY.

Survey	Response
079	If someday, the states could agree on a similar fee for IRP and even the tax for IFTA, would perhaps make things better. If IRP was a reasonable fee that the industry could afford there would be more participation. Not these truckers who don't pay anything and run illegal.
083	I think the IRP and IFTA programs save a great deal of time and paperwork. One problem we have recently incurred, is IFTA states (AZ) wanting to put us on a reporting basis other than quarterly, we are required to file IFTA quarterly, I feel reporting period for all IFTA states should be the same, on our account.
085	I wish all states would go IFTA.
086	Getting BC to go IRP and IFTA would help a whole bunch.
094	I like both the IRP and IFTA now, if you could get Oregon and Idaho to quit their mileage fees I would be delighted.
104	As a Canadian carrier that currently travels a majority of its miles in Canadian provinces, the local overall cost of registering IRP in AB, SK, and US jurisdictions and then registering in all the other Canadian provinces, without benefit of using the US states under Manitoba reciprocity system.
112	We like IFTA and IRP very much. It saves us a great deal of time in both the licensing aspect as well as the fuel tax reporting. Sometimes we do not get the IFTA report until just a few days before it is due. We would like to see these reports at least 30 days before the due date.
123	One base plate - one IFTA sticker, eliminate ton tax in some states. One report (fuel) for all states. Eliminate card cabs for some states - IRP registration card only.
124	We have been very happy with both. The only thing I would change is the reporting date. It is difficult for me to get all the reports in, calculated and the report done on time because most of our drivers never come into corporate office. Everything is by mail.
126	It would be good if we could get rid of the Oregon plate - so we would have only our base state plate to deal with.

COMMENTS ON THE BACK OF THE SURVEY.

Survey	Response
130	IFTA - This program has been a great time saver for me. I just wish the rest of the states and provinces would get into IFTA. IT makes fuel tax time a lot less stressful for me. My only concern is that it doesn't cover the mileage taxes in Oregon and especially SD.
138	I feel that IRP and IFTA should be mandatory North America wide. It gives an easily managed logical approach to licensing and taxing.
144	The only way IFTA and IRP work is if all states and provinces are included.
146	States seem to be requiring additional filing for items such as hazardous materials, weight-mile taxes, and intrastate authority. Many of these added requirements are only for revenue generation and need to be stopped, or incorporated into an IFTA type program.
157	To provide one decal for all - to minimize paperwork for licensing and taxes.
161	Uniformity between states lends itself to a reduction in administrative overhead cost; both in compliance and auditing.

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