

SUBJECT: Amending DPS rules for motor vehicle carrier intrastate travel.

COMMITTEE: Transportation — committee substitute recommended

VOTE: 7 ayes — Krusee, Phillips, Callegari, Casteel, Deshotel, Hamric, West
0 nays
2 absent — Flores, Hill

SENATE VOTE: On final passage, April 14 — 31-0, on Local and Uncontested Calendar

WITNESSES: None

BACKGROUND: Under Transportation Code, sec. 644.053 an intrastate operator of a motor carrier must maintain certain forms, records, and a daily log that monitors the driver's rest, as required by the Department of Public Safety (DPS). Some operators are required to maintain 24-hour logs. The federal government similarly monitors driver operations for interstate travel under the Federal Motor Carrier Safety Administration.

In Texas, these tracking requirements are waived for drivers who operate within a 150 mile-radius of a certain location and are relieved from work within 12 hours, while the Federal Motor Carrier Safety Administration exemption is based on operation within an area that has a radius of 100 miles.

DIGEST: SB 1074 would amend Transportation Code, sec. 644.053, to correspond with federal interstate driving regulations as maintained under Code of Regulations 49, sec. 395. It would require drivers who worked 12-hour shifts with eight hours off between shifts and who operated within a 150-mile radius of a certain location to maintain a driver status record that included:

- starting time of work duty;
- number of daily hours worked; and
- ending time of work duty.

The bill would take effect September 1, 2005.

**SUPPORTERS
SAY:**

SB 1074 would amend Transportation Code, ch. 644 to correspond exactly with federal regulations. Current differences between the requirements for interstate and intrastate drivers' travel logs can be confusing. By implementing one uniform system, drivers could maintain interstate and intrastate records in the same way, which would reduce confusion and make these logs more valuable as tools to monitor driver safety.

The bill would not change the state's exception to the tracking procedure, and operators and businesses would not have to make administrative and record-keeping changes to their businesses. In addition, the Texas exemption for operators still would be based on a 150-mile radius from the operating hub.

**OPPONENTS
SAY:**

No apparent opposition.