

You should extend the exemption that ODOT has requested.

Since 1978 Oregon has proven that safety is not adversely affected by their treatment of farm plated trucks. Few are involved in accidents. There would be no benefits in adding duplicative federal standards.

ODOT studies show that most accidents are caused by drivers rather than mechanical failure. In Oregon, most farm trucks travel on rural secondary roads at slow speeds. Many only travel a few thousand miles during a year. Most farmers service and inspect their vehicles during the winter so they are ready when needed.

A two year extension would allow you to continue to monitor the situation and any impact it has.

Thank you for the opportunity to comment.