

OAR 150-314-0084

Example 1:

Derivation of Interstate Mobile Allocation Factors, Typical Water Transportation Company

Line	Movements		Tons Carried (3)	** Originating & Terminating Tons Assigned to States			Miles				Total Ton Miles (11)	** Ton Miles Assigned to States		
	From (1)	To (2)		ID (4)	OR (5)	WA (6)	OR.Common (7)	WA (8)	ID (9)	WA (10)		ID (12)	OR (13)	WA (14)
1	Biggs, OR	Portland, OR	300	0	300	0	8	106			34,200	0	18,300	15,900
2	Central Ferry, WA	Vancouver, WA	400	0	0	400		204	98.0		120,800	0	40,800	80,000
3	Portland, OR	Longview, WA	600	0	300	300	8	34			25,200	0	15,000	10,200
4	Lewiston, ID	Astoria, OR	1200	600	600	0		295	155.6	0.4	541,200	480	177,000	363,720
5	Portland, OR	Lake Oswego, OR	800	0	800	0	12				9,600	0	9,600	0
6	Lewiston, ID	Pasco, WA	400	200	0	200			142.6	0.4	57,200	160	0	57,040
7	Pasco, WA	Portland, OR	500	0	250	250	8	208	19.0		117,500	0	56,000	61,500
8	TOTALS		4200	800	2250	1150					905,700	640	316,700	588,360
9	PERCENTAGE		100.00	19.05	53.57	27.38					100.00	0.07	34.97	64.96
				ID		OR								WA
10	Ton Mile Factor		0.07 x 50% = 0.03			34.97 x 50% = 17.48			64.96 x 50% = 32.48					
11	Tons Factor		19.05 x 50% = 9.53			53.57 x 50% = 26.79			27.38 x 50% = 13.69					
12	State Allocation Factors Totals		9.56%			44.27%			46.17%					

Column (3) is the reported tonnage of Commodities in past year between ports or terminals.
 Column (7) is miles traveled on Oregon waters, i.e., Willamette River, etc.
 Column (8) is miles traveled along interstate boundary portion of Columbia River.
 Column (9) is miles traveled above milepost 309 on Columbia River and other Washington waters, i.e., Snake River, etc.
 Column (10) is miles traveled on Idaho waters, i.e., Snake River.
 Column (11) is (Sum of columns. (7), (8), (9), and (10) x Col. (3)).

NOTES:* Amounts in columns (4), (5), and (6) result from assignment of tons in column (3) as follows:

- (a) Tonnage both originated and terminated in a state: 100% to that state
- (b) Tonnage originated or terminated in a state: 50% to that state
- (c) Tonnage originated and terminated outside a state: 0% to subject state

** Amounts in columns (12), (13), and (14) result from multiplying tons carried in column (3) for each movement by the sum of intrastate miles plus half of any common boundary miles for each state