Institutional issues are the main barriers that hinder the implementation of Intelligent Vehicle Highway Systems in Commercial Vehicle Operations in Texas. Two kinds of institutional issues were investigated—data and legal. Data issues are concerned with the potential problems in developing databases for transparent borders systems and one-stop shopping. Legal issues are concerned with the state commercial vehicle laws and state agency regulations that prevent the legal operation of transparent borders systems and one-stop shopping. To address the data issues, a single multi-agency application was developed by identifying common, unique, and unnecessary application elements in commercial vehicle applications. With respect to the legal issues, legislative violations and gaps in state commercial vehicle laws and state agency regulations were analyzed. It is recommended that Texas conduct preliminary planning and cost/benefit studies for transparent borders systems until federal mandates are passed. It is recommended that Texas immediately implement one-stop shopping to enhance the current customer service level and pass the necessary legislation to allow one-stop shopping.
INSTITUTIONAL ISSUES IMPACTING THE IMPLEMENTATION OF INTELLIGENT VEHICLE HIGHWAY SYSTEMS FOR COMMERCIAL VEHICLE OPERATIONS IN TEXAS

by

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EXECUTIVE SUMMARY

Commercial vehicles operate in a complex and confusing environment because each state has a different set of commercial vehicle laws and procedures. Within each state, several state agencies are involved in administering and enforcing commercial vehicle regulations. Compliance with commercial vehicle regulations by motor carriers generates considerable paperwork at state agencies and by motor carriers because each state agency has its own applications and procedures.

Intelligent Vehicle Highway Systems in Commercial Vehicle Operations (IVHS-CVO) are an important component of the solution. IVHS-CVO systems use electronic and automated applications to streamline commercial vehicle regulations, increase productivity and efficiency, and provide uniform enforcement. The problems being studied in this report are the institutional issues that hinder the implementation of IVHS-CVO systems in Texas.

Since the federal government has not established any standards, requirements, and guidelines for transparent borders systems, it is recommended that Texas conduct preliminary planning and cost/benefit studies. Inexpensive pilot projects using current technologies should also be investigated.

Further, it is recommended that Texas immediately implement one-stop shopping to enhance the current customer service level. Discussions with other state agencies should be held to streamline regulatory procedures and develop a single multi-agency automated application.
ABSTRACT

Institutional issues are the main barriers that hinder the implementation of Intelligent Vehicle Highway Systems in Commercial Vehicle Operations in Texas. Two kinds of institutional issues were investigated—data and legal. Data issues are concerned with the potential problems in developing databases for transparent borders systems and one-stop shopping. Legal issues are concerned with the state commercial vehicle laws and state agency regulations that prevent the legal operation of transparent borders systems and one-stop shopping. To address the data issues, a single multi-agency application was developed by identifying common, unique, and unnecessary application elements in commercial vehicle applications. With respect to the legal issues, legislative violations and gaps in state commercial vehicle laws and state agency regulations were analyzed. It is recommended that Texas conduct preliminary planning and cost/benefit studies for transparent borders systems until federal mandates are passed. It is recommended that Texas immediately implement one-stop shopping to enhance the current customer service level and pass the necessary legislation to allow one-stop shopping.
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CHAPTER 1
INTRODUCTION

1.1 PROBLEM STATEMENT

Commercial vehicles operate in a complex and confusing environment because each state has a different set of commercial vehicle laws and procedures. Within each state, several state agencies are involved in administering and enforcing commercial vehicle regulations. Compliance with commercial vehicle regulations by motor carriers generates considerable paperwork at state agencies and by motor carriers because each state agency has its own applications and procedures.

State agencies spend vast resources processing paperwork because many procedures are conducted manually. Although some state agencies use computers to process paperwork, processing times are about the same as those for manual procedures because the procedures are intrinsically manual. A few state agencies use databases, but information cannot be shared with other agencies because computer systems are not linked or are incompatible.

Motor carriers spend large amounts of money and time collecting and processing information because many resources have to be used to obtain the proper credentials. Considerable duplication of effort exists in completing applications because many state agencies require and collect similar information independent of one another. Since operations in some state agencies are inefficient, motor carriers have to wait for days or even weeks to receive credentials.

In some states, besides the administrative delays, motor carriers experience congestion at weigh stations. Congestion costs motor carriers large amounts of money because commercial vehicles spend considerable time waiting in queues. Commercial vehicles cannot be quickly processed because inspection procedures are lengthy and every vehicle must be weighed. Compounding the situation, many weigh stations have low levels of automation and are understaffed. When congestion becomes severe, inspection procedures are shortened and, sometimes, weigh stations are temporarily closed. This creates a situation which changes from unsatisfactory to unsafe because illegal or unsafe trucks are allowed to operate undetected. This encourages some truck operators to operate illegally because the chances of getting caught are reduced. This situation creates an economic advantage for illegal truck operators.

Intelligent Vehicle Highway Systems in Commercial Vehicle Operations (IVHS-CVO) are an important component of the solution. IVHS-CVO systems use electronic and automated applications to streamline commercial vehicle regulations, increase productivity and efficiency,
and provide uniform enforcement. The problems being studied in this report are the institutional issues that hinder the implementation of IVHS-CVO systems in Texas.

1.2 BACKGROUND

On December 18, 1991, the federal government finally passed the Intermodal Surface Transportation Efficiency Act (ISTEA), a major transportation improvement program for all modes. One of the objectives of the ISTEA was to make the nation's transportation system more efficient and safe using IVHS technologies. ISTEA provided $660 million over a six-year period towards research, testing, and implementation of IVHS technologies (Reference 25).

The implementation of IVHS-CVO systems is a national priority because an efficient transportation system is critical to the United State's global market competitiveness. With the recent passage of the North American Free Trade Agreement on November 20, 1993, the need for IVHS-CVO systems has become even greater. Truck traffic along the United States-Mexico border is skyrocketing because trade tariffs between the United States, Mexico, and Canada will be gradually eliminated over the next fifteen years (Reference 2). Already, congestion at weigh stations, especially at Laredo, Texas, along the United States-Mexico border, has reached critical levels.

IVHS-CVO systems are part of the long-term solution strategy because these systems allow state agencies to operate more efficiently and to provide a higher level of customer service. Many motor carriers and state agencies support IVHS-CVO systems because the potential cost and time savings are great. The IVHS-CVO systems with the most potential are transparent borders systems and one-stop shopping.

Transparent borders systems allow commercial vehicles to travel over the interstate highway system without having to stop for weight, safety, or credential inspections. This is accomplished by integrating weigh-in-motion, automatic vehicle identification, and advanced information systems technologies. Since stricter enforcement by state agencies is possible, competitive advantages among the motor carriers are eliminated. Complying commercial vehicles are precleared and can travel without delays, which allows them to complete more daily trips for higher vehicle utilization. Overweight or noncomplying vehicles can be automatically identified and summoned for further inspection.

One-stop shopping allows motor carriers to file, obtain, and pay for credentials and permits at a single location. This is accomplished by simplifying operational procedures and using a single multi-agency application. A higher level of customer service by state agencies is possible because credentials and permits can be issued more quickly. Motor carriers spend less
time waiting for credentials and permits, and more time transporting freight.

Institutional issues are the main barriers that hinder the implementation of transparent borders systems and one-stop shopping. Many institutional issues are related, but a few are unique. Institutional issues involve a wide range of concerns and can be classified into the following groups (Reference 3): jurisdictional, organizational, and behavioral.

Jurisdictional issues are concerned with the relationships among institutions. Implementation of transparent borders systems and one-stop shopping requires cooperation among the federal, state, and local governments and among private firms, the general public, and academia. Existing relationships need to be strengthened and new relationships formed. New organizations need to be created to provide direction and coordinate efforts. For transparent borders systems and one-stop shopping to succeed, cooperation among these institutions is critical.

Relationships within an institution are classified as organizational issues. Implementation of transparent borders systems and one-stop shopping requires major changes because current regulations and procedures do not accommodate these systems. New departments need to be created to ensure a smooth implementation. Manpower, technical, and financial resources need to be assessed to determine shortfalls.

Behavioral issues deal with the implications of institutional activities. Implementation of transparent borders systems and one-stop shopping raises various social and legal issues. Data privacy and fair information practices are a concern because information on a competitor's activities is valuable to corporate planning and marketing departments. Higher levels of database security are needed to ensure data privacy. Confidentiality must be guaranteed to assure the acceptance of transparent borders systems and one-stop shopping by motor carriers. Legal liability for accidents needs to be addressed.

1.3 OBJECTIVES

Since many institutional studies are still being conducted in many states, a national study could not be conducted. This report focuses on the institutional issues in Texas. Institutional issues are the main barriers that hinder the implementation of transparent borders systems and one-stop shopping. This report examines two types of institutional issues—data and legal. Data issues are concerned with the potential problems in developing databases for transparent borders systems and one-stop shopping. Legal issues are concerned with the state commercial vehicle laws and state agency regulations that prevent the legal operation of transparent borders systems and one-stop shopping.
With a focus on the data issues, the database requirements for transparent borders systems are investigated. Application requirements and procedures for operating authority, vehicle registration, oversize/overweight permits, commercial driver licensing, and taxation are examined as well as the laws stipulating these requirements and procedures. Common, unique, and unnecessary application elements are used to develop a single multi-agency application.

In the context of legal issues, legislative violations and gaps in Vernon's Texas Civil Statutes, state commercial vehicle laws, and the Texas Administrative Codes, state agency regulations, are identified and analyzed.

Recommendations for overcoming the data and legal issues as well as additional recommendations for improving the efficiency of other state commercial vehicle operations are made.

1.4 ORGANIZATION

This report is divided into six chapters and two appendices. Chapter 2 consists of a literature review of reports and articles on institutional issues. Emphasis is placed on reviewing information from those states that have completed their institutional issues studies, and on reports on the HELP/Crescent project and ADVANTAGE I-75. Chapter 3 charts and analyzes the application requirements and procedures for motor carriers. Chapter 4 investigates the database requirements for transparent borders systems and for the creation of a single multi-agency application. Chapter 5 analyzes the legislative violations and gaps in state commercial vehicle laws and state agency regulations. (Appendix A lists each violation in state commercial vehicle laws.) Chapter 6 consists of recommendations for overcoming data and legal issues, as well as additional recommendations for improving commercial vehicle operations.
CHAPTER 2
LITERATURE REVIEW

2.1 INSTITUTIONAL ISSUES STUDIES

The development and deployment of IVHS-CVO systems are currently underway. Several institutional issues studies are being conducted to identify the main barriers to implementation of IVHS-CVO systems. The institutional issues studies are sponsored by the Federal Highway Administration, which provided each state $50,000 as an incentive to promote the creation of foundation for IVHS-CVO systems in the states. A few states are conducting individual studies, but most have pooled their money and are conducting regional studies. The states are divided into the following groups (Reference 6): COVE (Arkansas, Arizona, Colorado, Louisiana, New Mexico, Oklahoma, and Texas), Western States (Idaho, Montana, Nevada, Oregon, Utah, Washington, and Wyoming), Southeastern (Alabama, Georgia, Florida, Kentucky, Michigan, Mississippi, North Carolina, South Carolina, and Tennessee), Mid-Atlantic (Delaware, District of Columbia, Maryland, Pennsylvania, Virginia, and West Virginia), Illinois-Indiana, Kansas-Missouri, California, Iowa, Minnesota, Nebraska, and Wisconsin. The Western States, Iowa, and Nebraska are the only states that have completed their studies, while the others are still conducting their studies. In states not listed, projects are still pending.

2.1.1 Western States

In the Western States (References 10-24), a three-phase approach was used to identify the institutional issues that hinder the implementation of transparent borders systems and one-stop shopping. In the first phase, current state commercial vehicle operations were examined in detail. State agency responsibilities and commercial vehicle operations were charted to gain a better current situation understanding. The following commercial vehicle operations were examined:

- commercial driver's licensing
- commercial vehicle licensing and registration
- operating authority and insurance
- permits
- tax collection
- weight and size regulations
- safety regulations
Data exchanges between state agencies were also mapped. Details of each state's commercial vehicle operations can be found in the referenced reports.

In the second phase, institutional issues pertaining to transparent borders systems and one-stop shopping were identified by interviewing federal and state officials as well as motor carrier representatives. The main institutional issues identified in each of the states were similar:

- lack of a compelling argument
- intergovernmental agreements
- lack of federal leadership
- high implementation costs

Many state agencies and motor carriers are not convinced that transparent borders systems and one-stop shopping are beneficial because they do not understand the true benefits. Some state agencies and motor carriers are also skeptical because IVHS-CVO technology is new, unproven, and expensive. For transparent borders systems and one-stop shopping to succeed, state agencies and motor carriers need to be educated about the system benefits and convinced that the systems are urgently needed.

Since a large number of participants are involved in designing transparent borders systems and one-stop shopping, interagency and interstate agreements are difficult to achieve because on every issue a consensus must be reached. Differences in goals and objectives frequently occur because participants have their own individual viewpoints and priorities. Some participants are also unwilling to relinquish their authority and power. High job turnover rates at key positions in state agencies hinder progress because replacements need time to become familiar with their position.

The lack of federal leadership has hindered progress. Many states are reluctant to take the initiative and are waiting for the federal government to take the lead. States want the federal government to provide them with system guidelines and standards because states do not want to invest large amounts of money in a system that may be legislated as obsolete within a few years.

The lack of federal leadership is also having an effect on state leadership. In many states, top state officials are not actively involved in the development of transparent borders systems and one-stop shopping because these systems have been given a low priority. Without executive participation and support, transparent borders systems and one-stop shopping will remain in the planning stage.

The high implementation costs of transparent borders systems and one-stop shopping are a major barrier. The cost to upgrade computer systems, construct systems infrastructure, and train personnel is high. States have turned to the federal government for subsidies, but funds are
not readily available because IVHS-CVO systems are a low priority. A few motor carriers are willing to fund a portion of the systems because the impact on their profit is significant. Besides the initial costs, maintenance and operational costs need to be considered in total system costs.

In each state, a low-cost, flexible credentials verification system was recommended for immediate implementation. A low cost encourages state and motor carrier participation, and builds system support. System flexibility allows states to develop a customized system to fit their individual needs. System flexibility also allows additional functions, such as weigh station sorting systems, temporary credentials, and electronic logbooks, to be added easily as funding becomes available and technologies mature. Advisory and technical committees need to be formed to ensure smooth implementation.

The initial system consists of a computer database, electronic tag for existing paper credentials, and software to operate the credentials verification system. Information on the electronic tag is combined with the computer database by the credentials verification system. The computer database contains information about the International Registration Plan, International Fuel Tax Agreement, interstate operating authority, and liability insurance.

The third phase in the Western States consisted of a final report summarizing the study. The only new recommendation was to have the federal government set aside specific funding in future appropriations for the development and implementation of IVHS-CVO systems.

2.1.2 Iowa

In Iowa (Reference 27), a survey was conducted to estimate compliance costs in (1) weight regulation and enforcement; (2) safety regulation and enforcement; (3) licenses, permits, and registrations; (4) apportioned fuel tax collection and auditing; and (5) toll payments. Four motor carriers were interviewed, two interstate and two intrastate. The survey results concluded that office costs accounted for 2 percent of the total compliance costs, and roadside delays and stops accounted for the rest. The survey results provided strong support for implementing transparent borders systems. Although one-stop shopping offered only minute cost savings, implementation was also recommended because one-stop shopping allowed state agencies to issue credentials and permits more quickly and efficiently.

Institutional issues associated with transparent borders systems and one-stop shopping were identified by interviewing federal and state officials, motor carrier representatives, and trucking interest groups. The main institutional issues are as follows:

- multi-jurisdictional cooperation
- system funding
- legislative changes
Multi-jurisdictional cooperation is difficult to achieve because many participants are involved and each has its own objectives and opinions. Public-private relationships are weak because confidence, communication, and cooperation levels between the two are low. Successful examples of multi-jurisdictional cooperation for IVHS-CVO systems are given in the referenced report.

Financing IVHS-CVO systems is a barrier because federal and state funds are not readily available. Funds are allocated to more pressing areas such as highway maintenance and reconstruction. Current economic conditions encourage budget cuts and hiring freezes instead of investment in state-of-the-art technology. Implementation costs are high because computer software needs to be developed and maintained, infrastructure constructed, and personnel trained.

Major revisions in state commercial vehicle laws and state agency procedures are needed. Legislative changes are needed to ensure a proper direction in developing and implementing IVHS-CVO systems, and are time-consuming because of state bureaucracy. Violations to current state commercial vehicle laws were briefly noted, but enabling legislation was not addressed because it was beyond the study scope.

Implementation of transparent borders systems, one-stop shopping, electronic toll collection, and an automated apportioned fuel tax administration system is recommended because the applications met the following criteria: few institutional barriers, technical feasibility, immediate and long-term benefits, and strong support from motor carriers and state agencies.

2.2 HELP/CRESIDENT AND ADVANTAGE 1-75

HELP/Crescent and ADVANTAGE 1-75 are the only IVHS-CVO projects that have been implemented. Since HELP/Crescent is IVHS-CVO's flagship project, the project has had a significant influence on subsequent projects. Many of HELP/Crescent's successes are now being followed and mistakes are thereby avoided. Although HELP/Crescent and ADVANTAGE 1-75 do not focus on institutional issues, the different approaches in operational procedures help resolve an organizational issue (References 9 and 48).

HELP/Crescent was a multi-state, multi-national demonstration project that used a centralized database system to verify credentials and permits and that monitored truck movements by using weigh-in-motion, automatic vehicle identification, and classification technologies. HELP was initiated in 1983 by the Arizona and Oregon Departments of Transportation who conducted a feasibility study on the use of electronic technologies to monitor commercial vehicle movements. Positive results from the study prompted the research,
development, and testing of various electronic applications. This eventually led to the development of Crescent, which tested these various applications by integrating them into a single system—HELP/Crescent. A unique feature of HELP/Crescent was the institutional arrangements within and between states that allowed IVHS-CVO applications to be implemented.

HELP/Crescent used a central operations office for data processing and exchange between port-of-entry or weigh stations. At each weigh station, gross vehicle, axle, and combination weights data were automatically collected with weigh-in-motion scales. Automatic vehicle classification equipment classified traffic by wheelbase, speed, time of day, and date of bridge formula violations. Automatic vehicle identification equipment identified each commercial vehicle with an electronic tag and allowed system operators to verify credentials and permits against a central credentials database.

In October of 1993, HELP Incorporated was created to continue the operation of the HELP/Crescent system because funding for the demonstration project terminated on September 30, 1993. HELP Incorporated is a non-profit organization headed by a board of directors composed of two members from each participating states (Arizona, California, Colorado, Minnesota, Montana, New Mexico, Oregon, Texas, Utah, and Washington). The system is performing up to expectations and is rapidly expanding.

ADVANTAGE 1-75 is a multi-state partnership of public and private institutions that uses a decentralized database system to distribute credentials and permit information among participating states (Florida, Georgia, Kentucky, Michigan, Ohio, and Tennessee). This approach was chosen by general consensus between the public and private project participants because the decentralized control allows each state to enforce its own regulations as commercial vehicles enter that state's jurisdiction. Data records are transmitted from weigh station to weigh station and consist of a vehicle's identification number, axle spacings, axle weights, truck configuration, time of entry into the system, and time of passage at the prior weigh station.

In ADVANTAGE 1-75, only available technologies are used. Automatic vehicle identification technology is the main technology being tested because the technology is well developed and inexpensive. Weigh-in-motion and automatic vehicle classification technologies are not emphasized because the technology is constantly changing and expensive. System upgrades are possible as new technologies become available. The project is still in the testing phase.
CHAPTER 3
CURRENT COMMERCIAL VEHICLE OPERATIONS

3.1 STATE AGENCY RESPONSIBILITIES

Texas state agencies involved with commercial vehicle operations are the Railroad Commission, Texas Department of Transportation, Texas Comptroller of Public Accounts, and Texas Department of Public Safety. Only certain divisions within each state agency are involved with commercial vehicle operations. The Railroad Commission Transportation/Gas Utilities Division is responsible for issuing operating authority, reviewing insurance information, and determining rates and tariffs. In the Texas Department of Transportation, the Division of Motor Vehicle Titles and Registration is responsible for issuing vehicle titles and cab cards, and for registering commercial vehicles; the Division of Maintenance and Operations' main responsibility is oversize/overweight permits; and the Division of Transportation Planning's main responsibility is commercial vehicle weight and classification count data collection. The Texas Comptroller of Public Accounts' Tax Administration Division is responsible for issuing motor fuels tax, and interstate motor carriers sales and use tax permits, collecting taxes, and auditing motor carriers. Finally, in the Texas Department of Public Safety, the Enforcement Division's main responsibility is commercial vehicle law enforcement, and the Administrative Division's main responsibility is commercial driver's licensing. Table 1 lists each state agency's responsibilities in further detail (Reference 5).

3.2 APPLICATION REQUIREMENTS AND PROCEDURES

New commercial vehicle operators need to complete numerous applications to obtain the proper credentials because each state agency has its own procedures and requirements. Besides completed applications, additional documents are frequently required.

Renewal applicants usually follow a much simpler procedure. In most cases, renewal applicants need only to verify information on computer printouts and pay the renewal fees; however, a few state agencies require additional documents. In a few cases, renewal applicants must go through the same procedure as new applicants.

A brief description of each state agency's applications and the procedures for new and renewal applicants are discussed in the next four subsections.
<table>
<thead>
<tr>
<th><strong>Railroad Commission</strong></th>
<th><strong>Texas Department of Transportation</strong></th>
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<tbody>
<tr>
<td><strong>Transportation/Gas Utilities Division</strong></td>
<td><strong>Division of Maintenance and Operations</strong></td>
</tr>
<tr>
<td><strong>Insurance Section</strong></td>
<td><strong>Central Permit Office</strong></td>
</tr>
<tr>
<td>• Reviews motor carriers insurance information</td>
<td>• Issues oversize/overweight permits</td>
</tr>
<tr>
<td><strong>Rates and Tariffs Section</strong></td>
<td>• Issues temporary trip permits to out-of-state carriers</td>
</tr>
<tr>
<td>• Determines shipping rates and tariffs</td>
<td><strong>Division of Motor Vehicle Titles and Registration</strong></td>
</tr>
<tr>
<td><strong>Vehicle Registration Section</strong></td>
<td><strong>Operations Section</strong></td>
</tr>
<tr>
<td>• Issues interstate operating authority to Interstate Commerce Commission exempt and nonexempt motor carriers</td>
<td>• Issues license plates</td>
</tr>
<tr>
<td>• Issues intrastate operating authority and agricultural permits</td>
<td>• Issues temporary trip permits to out-of-state carriers</td>
</tr>
<tr>
<td>• Registers motor carriers requiring hazardous material placarding</td>
<td>• Registers commercial vehicles</td>
</tr>
<tr>
<td>• Registers private carriers exceeding 26,000 gross pounds</td>
<td><strong>Registration Auditing Section</strong></td>
</tr>
<tr>
<td><strong>Texas Department of Transportation</strong></td>
<td>• Issues apportioned license plates and cab cards</td>
</tr>
<tr>
<td><strong>Division of Motor Vehicle Titles and Registration</strong></td>
<td>• Registers apportioned commercial vehicles under the International Registration Plan</td>
</tr>
<tr>
<td><strong>Data Collection Section</strong></td>
<td><strong>Division of Transportation Planning and Programming</strong></td>
</tr>
<tr>
<td>• Collects commercial vehicle weight and classification count data</td>
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<td>Texas Comptroller of Public Accounts</td>
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<td>--------------------------------------</td>
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<tr>
<td>Tax Administration Division</td>
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<tr>
<td>• Audits motor carriers</td>
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<tr>
<td>• Collects motor fuels tax and interstate motor carriers sales and use tax</td>
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<tr>
<td>• Issues motor fuels tax and interstate motor carriers sales and use tax permits</td>
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<td></td>
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<tr>
<td>Texas Department of Public Safety</td>
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<tr>
<td>Administrative Division</td>
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<tr>
<td>• Issues commercial driver's licenses</td>
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<tr>
<td>Enforcement Division</td>
<td></td>
</tr>
<tr>
<td>• Enforces commercial vehicle laws</td>
<td></td>
</tr>
<tr>
<td>• Establishes commercial vehicle safety standards</td>
<td></td>
</tr>
<tr>
<td>• Performs compliance and safety inspections</td>
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</table>
3.2.1 Railroad Commission of Texas

As shown in Table 2, the Railroad Commission has two different applications for interstate operating authority. Interstate Commerce Commission exempt motor carriers must complete an Interstate/Exempt Application and an Application for Commercial Vehicle Registration Certificate. The Interstate/Exempt Application is easy to fill out because the application asks only for general information about the applicant: name, address, identification number, type of ownership, and process agent (only for motor carriers not domiciled in Texas). The Application for Commercial Vehicle Registration Certificate takes some time to complete because the application requires information about each truck tractor in a motor carrier’s fleet: make, unit number, year, and vehicle identification number. A coded number corresponding to the truck tractor’s manufacturer must be entered for the truck tractor’s make because the numbers help reduce the amount of commission data entry. Trailers do not have to be listed.

Renewal applicants must complete an Uniform Application for Registration of Vehicles Exempt from Interstate Commerce Commission Regulation. The application is easy to complete because it asks only for the applicant’s name and address and for the number of bingo stamps (validation stickers).

Interstate Commerce Commission nonexempt motor carriers must complete an Application for Single State Registration for Motor Carriers Operating under Authority Issued by the Interstate Commerce Commission and an Application for Commercial Vehicle Registration Certificate, which is the same application as that for Interstate Commerce Commission exempt motor carriers. The Application for Single State Registration for Motor Carriers Operating under Authority Issued by the Interstate Commerce Commission takes some time to fill out. Questions about commercial vehicle registration, registered authority, proof of public liability, insurance, hazardous materials, and process agent are easily answered by checking the appropriate boxes. A commercial vehicle registration fee schedule is tedious because fees need to be calculated for each participating state traveled.
<table>
<thead>
<tr>
<th><strong>TABLE 2 - INTERSTATE OPERATING AUTHORITY</strong></th>
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<tbody>
<tr>
<td><strong>Interstate Commerce Commission Exempt Motor Carriers</strong></td>
</tr>
<tr>
<td><strong>Interstate/Exempt Application</strong></td>
</tr>
<tr>
<td><strong>Application for Commercial Vehicle Registration Certificate</strong></td>
</tr>
</tbody>
</table>
| - Equipment report  
- Proof of insurance (Form E)  
| Apply at: Railroad Commission by mail or in person  
| Application fees:  
1) $10 per vehicle  
2) $100 for filing proof of insurance  
| Payment method: cash, cashier's check, certified check, or money order payable to the Texas State Treasurer  
| Processing time: 5 to 7 days by mail or same day in person  
| Receive: certificate of registration and bingo stamps for cab card (Form D-1) by mail or in person  
| Valid for: bingo stamps are valid until December 31  
| Renewal procedures:  
1) Renewal package is mailed in December  
2) Update information on equipment report printout  
3) Complete an **Uniform Application for Registration of Vehicles Exempt from Interstate Commerce Commission Regulation** (Form B1) for new bingo stamps  
4) Provide proof of insurance  
5) Pay renewal fees - $10 per vehicle  
| Notes:  
1) New application is filed in duplicate  
2) No reports or driver logs are required by Texas  
<p>|</p>
<table>
<thead>
<tr>
<th>Interstate Commerce Commission Nonexempt Motor Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Application for Single State Registration for Motor Carriers Operating under Authority Issued by the Interstate Commerce Commission (RRC-1)</td>
</tr>
<tr>
<td>• Proof of Interstate Commerce Commission operating authority</td>
</tr>
<tr>
<td>• Proof of public liability security</td>
</tr>
<tr>
<td>• Process agent designation (ICC Form BOC-3)</td>
</tr>
<tr>
<td>• Calculation of Fees Due to Each State worksheet (RRC-1A)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Application for Commercial Vehicle Registration Certificate</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Equipment report</td>
</tr>
<tr>
<td>• Proof of insurance (Form E)</td>
</tr>
</tbody>
</table>

Apply at: Railroad Commission by mail or in person

Application fees:
1) Fees due to each participating state
2) $10 per vehicle
3) $100 for filing proof of insurance

Payment method: cash, cashier's check, certified check, or money order payable to the Texas State Treasurer

Processing time: 5 to 7 days by mail or same day in person

Receive: certificate of registration by mail or in person

Valid for: certificate of registration is valid until December 31

Renewal procedures:
1) Renewal package is mailed in December
2) Complete an Application for Single State Registration for Motor Carriers Operating under Authority Issued by the Interstate Commerce Commission
3) Update information on equipment report printout
4) Provide proof of insurance
5) Pay renewal fees - $10 per vehicle

Notes:
1) New application is filed in duplicate and no reports or driver logs are required
The Railroad Commission has three different applications for intrastate operating authority, as shown in Table 3. Common carriers, specialized motor carriers, contract carriers, armored contract carriers, limited common carriers of recyclable materials, limited specialized motor carriers of recyclable materials, and contract carriers of recyclable materials must complete an Application for Motor Carriers of Property. The application is lengthy because numerous documents must be included. Every applicant must include a description of the authority sought, a map delineating the territory within which the applicant proposes to operate, a current financial statement, an equipment report, proof of insurance, and worker's compensation or accidental insurance information. Depending on the type of operating authority desired, additional documents must be included.

Transporters of general commodities must complete an Application for Truckload Contract Carrier Permit. This new operating authority class was created in the fall of 1993 by the state legislature because the original legislation was declared unconstitutional. General commodities are items that do not require temperature control or the use of special devices, facilities, or transportation and handling equipment. The application takes some time to complete because it requires many of the same documents as does the Application for Motor Carriers of Property.

The processing of these two applications takes about four to six weeks because the Railroad Commission holds a hearing for each new applicant to determine if operating authority should be granted. If protests are filed, the process takes about another two weeks because protests must be resolved. If protests cannot be resolved, the process takes an additional two weeks because a protest hearing is held. A state examiner makes a decision and forwards his/her recommendations to the Railroad Commission.

Motor carriers transporting agricultural products in Texas need to apply for an agricultural permit. Applicants must complete an Application for Agricultural Permit. The application requires many similar documents as the Application for Motor Carriers of Property; however, applicants are not subject to hearings.
<table>
<thead>
<tr>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Application for Motor Carriers of Property</strong></td>
</tr>
<tr>
<td>All motor carriers</td>
</tr>
<tr>
<td>• Description of authority sought</td>
</tr>
<tr>
<td>• Map delineating the territories to be traveled</td>
</tr>
<tr>
<td>• Current financial statement</td>
</tr>
<tr>
<td>• Equipment report</td>
</tr>
<tr>
<td>• Proof of insurance (Form E)</td>
</tr>
<tr>
<td>• Worked's compensation exemption or accidental insurance affidavit - if there are no employees</td>
</tr>
<tr>
<td>• Worker's compensation (Form 504) or accidental insurance policy (Form 504A) - if there are one or more employees</td>
</tr>
<tr>
<td>Common carriers only</td>
</tr>
<tr>
<td>• Sworn statement or affidavit - need for service and applicant is fit</td>
</tr>
<tr>
<td>• Proposed schedule of operations</td>
</tr>
<tr>
<td>• Cargo insurance (Form H) except carriers exclusively hauling sand or gravel</td>
</tr>
<tr>
<td>• Collect on delivery affidavit - if collect on delivery shipments are not handled</td>
</tr>
<tr>
<td>• Collect on delivery bond (Form 104B) - if collect on delivery shipments are handled</td>
</tr>
<tr>
<td>Specialized motor carriers only</td>
</tr>
<tr>
<td>• Sworn statement or affidavit - need for service, applicant is fit, and specialized equipment is required</td>
</tr>
<tr>
<td>• Cargo insurance (Form H)</td>
</tr>
<tr>
<td>• Collect on delivery bond - if collect on delivery shipments are handled</td>
</tr>
<tr>
<td>Contract carriers only</td>
</tr>
<tr>
<td>• Sworn statement or affidavit - need for service, applicant is fit, and efficient public service</td>
</tr>
<tr>
<td>• Written and signed copy of the contract between the applicant and shipper (no more than 10 contracts per permit)</td>
</tr>
<tr>
<td>Carriers of recyclable materials only</td>
</tr>
<tr>
<td>--------------------------------------</td>
</tr>
<tr>
<td>• Sworn statement or affidavit - need for service, applicant is fit, and specialized equipment is required</td>
</tr>
<tr>
<td>• Cargo insurance (Form H)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Armored contract carriers only</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Sworn statement or affidavit - applicant is fit, public interest will be served, and a list of names and addresses of shippers which have executed written contracts between applicant and shippers</td>
</tr>
</tbody>
</table>

Apply at: Railroad Commission by mail

Application fees:
1) $100 for application processing
2) Prorated vehicle registration fees depending on the last digit of certificate
3) $100 for filing proof of insurance

Payment method: cash, cashier's check, certified check, or money order payable to the Texas State Treasurer

Processing time: 4 to 6 weeks, 2 to 4 weeks longer if there are protests

Receive: certificate of registration and cab card by mail

Valid for: certificate of registration is valid until canceled and cab card for one year from the date of issuance

Renewal procedures:
1) Renewal package is mailed 30 days before cab card expires
2) Update information on equipment report printout
3) Provide proof of insurance
4) Pay renewal fees - prorated vehicle registration fees depending on the last digit of certificate or permit

Notes:
1) New application is filed in duplicate
2) Annual report must be filed each year by May 15 with the Railroad Commission
3) Driver logs must be maintained at the base office for inspection
### TABLE 3 - INTRASTATE OPERATING AUTHORITY (CONTINUED)

**Truckload Contract Carrier**

**Application for a Truckload Contract Carrier Permit**

- Description of authority sought
- Equipment report
- Proof of insurance (Form E)
- Qualifications oath
- Worker's compensation exemption or accidental insurance affidavit - if there are no employees
- Worker's compensation (Form 504) or accidental insurance policy (Form 504A) if there are one or more employees

Apply at: Railroad Commission by mail

Application fees:
1) $100 for application processing
2) Prorated vehicle registration fees depending on the last digit of certificate
3) $100 for filing proof of insurance

Payment method: cash, cashier's check, certified check, or money order payable to the Texas State Treasurer

Processing time: 4 to 6 weeks, 2 to 4 weeks longer if there are protests

Receive: certificate of registration and cab card by mail

Valid for: certificate of registration is valid until canceled and cab card for one year from the date of issuance

Renewal procedures:
1) Renewal package is mailed 30 days before cab card expires
2) Update information on equipment report printout
3) Provide proof of insurance
4) Pay renewal fees - prorated vehicle registration fees depending on the last digit of certificate or permit

Notes: see Application for Motor Carriers of Property
### TABLE 3 - INTRASTATE OPERATING AUTHORITY (CONTINUED)

<table>
<thead>
<tr>
<th>Agricultural Product Carrier</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Application for Agricultural Permit</strong></td>
</tr>
<tr>
<td>- Equipment report</td>
</tr>
<tr>
<td>- Proof of insurance (Form E)</td>
</tr>
<tr>
<td>- Cargo insurance (Form H)</td>
</tr>
<tr>
<td>- Worker's compensation exemption or accidental insurance affidavit - if there are no employees</td>
</tr>
<tr>
<td>- Worker's compensation (Form 504) or accidental insurance policy (Form 504A) - if there are one or more employees</td>
</tr>
<tr>
<td>- Affidavit for those with records maintained out-of-state</td>
</tr>
</tbody>
</table>

Apply at: Railroad Commission by mail or in person

Application fees:
1) $25 for the first five vehicles, $5 for each additional vehicle
2) $100 for filing proof of insurance

Payment method: cash, cashier's check, certified check, or money order payable to the Texas State Treasurer

Processing time: 5 to 7 days by mail or same day in person

Receive: permit by mail or in person

Valid for: permit is valid for one year from the date of issuance unless a shorter period is requested

Renewal procedures:
1) Renewal package is mailed 30 days before permit expires
2) Update information on equipment report printout
3) Provide proof of insurance
4) Pay renewal fees - $5 per vehicle

Notes:
1) New application is filed in duplicate
2) Annual reports do not have to be filed and driver logs are not required
3.2.2 Texas Department of Transportation

As shown in Table 4, interstate commercial vehicles based in Texas who want an apportioned vehicle registration must complete an **International Registration Plan Application**. The application is tedious because detailed information about each commercial vehicle in a motor carrier’s fleet is required: unit number, year, make, vehicle identification number, vehicle type, number of axles, unladen and gross weight, type of fuel consumed, purchase and factory price, date of purchase or lease, vehicle ownership, license plate number, and Texas title number. Applicants must also complete mileage and weight schedules for each participating state traveled.

Motor carriers with an existing International Registration Plan account who fail to renew their account before the annual deadline need to obtain a temporary registration by completing an **International Registration Plan Apportioned Authorization**. The application is simple to complete because it asks only for general information about the applicant—name, address, and account number—and general information about the vehicle: year, make, identification number, type, and gross weight. A supplemental mileage schedule must be completed within 20 days of receiving the temporary registration.

Interstate commercial vehicles that are not based in Texas and not registered under the international Registration Plan must purchase a temporary trip permit from a local County Tax Assessor-Collector’s office, the Division of Motor Vehicle Titles and Registration regional office, an independent permit company, or the Central Permit Office.

All commercial vehicles based in Texas must complete an **Application for Texas Certificate of Title** as shown in Table 4. The application asks only for general information about the commercial vehicle: vehicle identification number, year, make, unit number, model, gross weight, plate number, and owner identification number. A few questions concerning motor vehicle tax must also be answered.
<table>
<thead>
<tr>
<th><strong>TABLE 4 - COMMERCIAL VEHICLE REGISTRATION</strong></th>
</tr>
</thead>
</table>

### Interstate Commercial Vehicles Based in Texas

#### International Registration Plan Application
- Schedule A - Texas Apportioned Registration Application (D12-356)
- Schedule B - Mileage Schedule
- Texas Cab Card Weight Schedule (D12-357)
- Proof of Federal Heavy Vehicle Use Tax payment (one from the list)
  - receipt of IRS Schedule 1 (Form 2290)
  - personal copy of Schedule 1 (Form 2290) with copy of canceled check
- Proof of financial responsibility - liability insurance (one from the list)
  - liability insurance card
  - insurance policies and binder
  - pool coverage documents
  - certificate of self-insurance bonds
- Proof of Texas title (tax collector's receipt Form 31)

Apply at: any of the 17 Texas Department of Transportation - Division of Motor Vehicle Titles and Registration regional offices by mail or in person

Application fees: billed later

Payment method for Texas registration fees: cashier's check, certified check, or money order payable to the local County Tax Assessor-Collector

Payment method for non-Texas registration fees: cashier's check, certified check, or money order payable to the Texas Department of Transportation

Processing time: 1 to 3 days depending on backlog at the regional office

Receive: apportioned license plates and cab card in person at the regional office listed on the bill

Valid for: valid from April 1 to March 31

Renewal procedures:
1) Renewal package is mailed in December
2) Update information on computer generated Texas Apportioned Registration Application
3) Apply at any of the 17 Texas Department of Transportation - Division of Motor Vehicle Titles and Registration regional offices (April 16 - December 31) or division headquarters in Austin (January 1 - April 15) by mail or in person

Note: Operational records need to be maintained at base office
<table>
<thead>
<tr>
<th>International Registration Plan Apportioned Temporary Authorization (AP-50)</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Schedule A Supplement - Texas Apportioned Registration Application (D12-341)</td>
</tr>
<tr>
<td>Apply at: any of the 17 Texas Department of Transportation - Division of Motor Vehicle Titles and Registration regional offices in person</td>
</tr>
<tr>
<td>Application fee: billed later</td>
</tr>
<tr>
<td>Payment method: cashier’s check, money order, or certified check payable to</td>
</tr>
<tr>
<td>Processing time: same day</td>
</tr>
<tr>
<td>Receive: cab card in person</td>
</tr>
<tr>
<td>Valid for: 45 days</td>
</tr>
<tr>
<td>Notes:</td>
</tr>
<tr>
<td>1) Schedule A supplement must be filed within 20 days of receiving the temporary registration</td>
</tr>
<tr>
<td>2) Only for existing accounts</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>One Trip Permit / 72 Hour Trip Permit / 144 Hour Trip Permit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apply at: Texas Tax Assessor-Collector’s office, independent permit company, or any of the 17 Texas Department of Transportation - Division of Motor Vehicle Titles and Registration regional offices or division headquarters in person, or Texas Department of Transportation - Central Permit Office by phone or fax</td>
</tr>
<tr>
<td>Permit fee: $5 / $25 / $50</td>
</tr>
<tr>
<td>Payment method by mail or in person: cash, cashier’s check, money order, or certified check payable to Texas Department of Transportation</td>
</tr>
<tr>
<td>Payment method by phone or fax: Mastercard, VISA, or Permit Account Card</td>
</tr>
<tr>
<td>Processing time: same day</td>
</tr>
<tr>
<td>Receive: permit in person or by phone or fax</td>
</tr>
<tr>
<td>Valid for: One trip permit is valid for 15 days</td>
</tr>
<tr>
<td>All Motor Carriers Based In Texas</td>
</tr>
<tr>
<td>----------------------------------</td>
</tr>
</tbody>
</table>

**Application for Texas Certificate of Title (Form 130-U)**

- Proof of ownership
- Proof of Federal Heavy Vehicle Use Tax payment (one from the list)
  - receipt of IRS Schedule 1 (Form 2290)
  - personal copy of Schedule 1 (Form 2290) with copy of canceled check
- Proof of financial responsibility - liability insurance (one from the list)
  - liability insurance card
  - insurance policies and binder
  - pool coverage documents
  - certificate of self-insurance bonds

Apply at: local County Tax Assessor-Collector's office in person

Application fees: $150 - $300 depending on the weight of the vehicle

Payment method: cash, cashier's check, certified check, or money order payable to the local County Tax Assessor-Collector

Processing time: same day

Receive: license tags and registration receipt (County Tax Assessor-Collector's Form 31) in person or by certified mail

Valid for: one year from the date of issuance

Renewal procedures:

1) Renewal card is mailed 30 days before registration expires
2) Update information on renewal card
3) Provide proof of payment of Federal Heavy Vehicle Use Tax
4) Provide proof of financial responsibility - liability insurance
5) Pay renewal fee
Oversize/overweight vehicles traveling in Texas must obtain an oversize/overweight permit prior to entry. As shown in Table 5, applicants must complete a Texas Self-Issue Application and Permit to Move Super Heavy or Oversize Equipment or Load over State Highways and/or Temporary Registration for phone or mail orders. Fax orders must complete a Central Permit Operations Fax Permit Application. The application takes some time to complete because it asks for information about the oversize/overweight load, commercial vehicle dimensions, gross vehicle weight, truck and trailer make, vehicle identification number, license plate number, and state, as well as for axle and tire information. Depending on the type of oversize/overweight load, a public surety bond may be required.

Permits can be obtained by calling or faxing the application to the Central Permit Office. Information in part I of the application is stated over the phone or transmitted by fax. Permits are self-issued with assistance from a Central Permit Office agent who provides the necessary information for completing part II of the application, which serves as the permit. The entire procedure takes about 20 minutes for most permits, but permits requiring special routings take much longer because each affected Texas Department of Transportation district office must be contacted.
# TABLE 5 - OVERSIZE/OVERWEIGHT PERMITS

<table>
<thead>
<tr>
<th>All Motor Carriers</th>
</tr>
</thead>
</table>

**Texas Self-Issue Application and Permit to Move Super Heavy or Oversize Equipment or Load over State Highways and/or Temporary Registration** (Form 1700) - phone orders  
**Central Permit Operations Fax Permit Application** - fax orders  
• Multi-Load Sheet  
**Superheavy or Oversize Permit Bond** (Form 439 or 440) - not need for the following permits: manufactured housing, portable buildings, oil well equipment, unladen lift equipment, and farm equipment  
If needed:  
Route approval from Texas Department of Transportation district offices  
Loading diagram of the oversize/overweight item  
Apply at: any 60 Texas Department of Transportation district offices by mail or in person, phone or fax with the Central Permit Office, or wire service companies  
**Permit fees:**  
Overweight single trip one way permit - $30  
Portable building single trip permit - $7.50  
Manufactured housing single trip permit - $15  
Calendar year permit for utility poles - $120  
Annual fracing trailer permit - $120 - $220 depending on load  
Cranes and oil well units single trip and quarterly permits - Cost per mile  
Over axle/Over gross weight annual permit - $75  
Implements of husbandry permits - $30 for a single trip, $135 annual  
Cylindrically shaped bales of hay annual permit - $10  
Time permits - $60 for a 30-day permit, $120 for a 90-day permit  
A highway maintenance fee is added when the gross vehicle weight exceeds 80,000 pounds  
80,000 - 120,000 pounds $80  
120,001 - 160,000 pounds $105  
160,001 - 200,000 pounds $130  
200,001 pounds and over $155 and a vehicle supervision fee determined by the department
**TABLE 5 - OVERSIZE/OVERWEIGHT PERMITS (CONTINUED)**

| Payment method for phone or fax orders: Mastercard, VISA, or Permit Account Card ($1 service charge for using credit cards) |
| Payment method for orders at district offices: cash, cashier's check, certified check, or money order |
| Processing time: 20 to 30 minutes, longer for permits requiring route approval |
| Receive: temporary registration / permit by self-issuance when Part II of Form 1700 is completed. |
| Valid for: permits are valid for the period from the date of issuance and surety bond is valid from September 1 to August 31 |
| Renewal procedures: time trip permits must be renewed by mail before expiration date |
3.2.3 Texas Comptroller of Public Accounts

All commercial vehicles traveling in Texas must apply for a motor fuels tax permit by completing a Texas Application for Motor Fuels Tax Permit. Interstate motor carriers based in Texas must also apply for an interstate motor carrier sales and use tax permit by completing a Texas Application for Interstate Sales and Use Tax Permit. Both applications take some time to complete because questions about ownership, business operations, former ownership of commercial vehicles, and surety information (only for the motor fuel tax permit) are asked; however, most of the questions are easily answered by checking the appropriate boxes. Filing procedures for both applications are shown in Table 6.

Motor carriers who do not want to apply for a permanent motor fuels tax permit must obtain a temporary tax permit from the Texas Comptroller of Public Accounts. Most motor carriers apply for a permanent permit because there is no application fee.

In 1995, procedures for permits governing motor fuels taxes will become much simpler for interstate motor carriers because Texas will participate in the International Fuel Tax Agreement. Operational procedures are similar to those of the International Registration Plan. The Texas Comptroller of Public Accounts is currently developing new procedures for operating the International Fuel Tax Agreement.
<table>
<thead>
<tr>
<th>TABLE 6 - TAX PERMITS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Motor Fuels Tax Permit</strong></td>
</tr>
<tr>
<td><strong>Texas Application for Motor Fuels Tax Permit (AP-133-1)</strong></td>
</tr>
<tr>
<td>Apply at: Texas Comptroller of Public Accounts by mail or in person</td>
</tr>
<tr>
<td>Application fee: None</td>
</tr>
<tr>
<td>Processing time: 2 weeks</td>
</tr>
<tr>
<td>Receive: permit and taxpayer number by mail</td>
</tr>
<tr>
<td>Valid for: January 1 to December 31</td>
</tr>
<tr>
<td>Renewal procedures:</td>
</tr>
<tr>
<td>1) Renewal package is sent in mid-December</td>
</tr>
<tr>
<td>2) Update information on printout</td>
</tr>
<tr>
<td>3) Pay outstanding taxes</td>
</tr>
<tr>
<td>Notes:</td>
</tr>
<tr>
<td>1) Photocopy of application serves as permit until permanent permit is received</td>
</tr>
<tr>
<td>2) Claim for refund (Form 06-106) must be submitted at least once a year</td>
</tr>
<tr>
<td>3) Four year worth of fuel purchase records must be maintained at base office</td>
</tr>
<tr>
<td>4) On or before the 25th day of each month, reports and supplements shall be filed with the Comptroller of Public Accounts</td>
</tr>
</tbody>
</table>

<p>| <strong>Texas Temporary Motor Fuels Tax Permit</strong> |
| Apply at: Comptroller's of Public Account Office by mail or in person |
| Application fee: $50 |
| Payment method: cash, cashier's check, certified check, or money order payable to the Texas Comptroller of Public Accounts |
| Processing time: 5 to 7 days by mail or same day in person |
| Receive: receipt which serves as actual permit by mail |
| Valid for: 20 days |
| Notes: |
| 1) No records or claims need to be filed |</p>
<table>
<thead>
<tr>
<th>Interstate Motor Carriers Sales and Use Tax Permit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Texas Application for Interstate Motor Carriers Sales and Use Tax Permit</strong> (AP-116-2)</td>
</tr>
<tr>
<td>Apply at: Texas Comptroller of Public Accounts by mail or in person</td>
</tr>
<tr>
<td>Application fee: None</td>
</tr>
<tr>
<td>Processing time: 2 weeks</td>
</tr>
<tr>
<td>Receive: permit and taxpayer number by mail</td>
</tr>
<tr>
<td>Valid for: January 1 to December 31</td>
</tr>
<tr>
<td><strong>Renewal procedures:</strong></td>
</tr>
<tr>
<td>1) Renewal package is sent in mid-December</td>
</tr>
<tr>
<td>2) Update information on printout</td>
</tr>
<tr>
<td>3) Pay outstanding taxes</td>
</tr>
<tr>
<td><strong>Notes for both permits:</strong></td>
</tr>
<tr>
<td>1) Photocopy of application serves as permit until permanent permit is received</td>
</tr>
<tr>
<td>2) Only for drivers who operate an interstate motor vehicle in Texas, or domiciled or doing business in Texas</td>
</tr>
<tr>
<td>3) Taxes must be paid each quarter</td>
</tr>
<tr>
<td>4) Three years worth of records and documents regarding the payment of interstate motor carriers sales and use tax must be maintained at the base office</td>
</tr>
</tbody>
</table>
3.2.4 Texas Department of Public Safety

As shown in Table 7, new commercial driver's license applicants need to complete an Application for Texas Driver's License and a Supplement Application for Texas Driver License. The Application for Texas Driver's License is easily completed because most questions regarding driving and medical history and financial responsibility are simply answered by checking appropriate boxes. The Supplement Application for Texas Driver License is also easy to fill out because the application asks only for general information about the applicant: name, address, driver's license number, and physical characteristics.

Depending on the type of commercial driver's license class desired (A, B, C, or M), certifications may be required. All certifications are easily completed because only general information about the applicant is required: name, address, driver's license number, and physical characteristics. An applicant meeting the criteria for physical exemption must complete a Certification of Physical Exemption. If an applicant does not meet the physical exemption criteria, interstate drivers need to complete an Interstate Driver Certification and intrastate drivers must complete an Intrastate Driver Certification. If an applicant wants to claim an exemption from the Commercial Driver's License Act, an Exemption Certificate for Class A or B Non-Commercial Driver's License Supplement to Texas Driver License Application must be completed. If an applicant wants to claim a waiver from the commercial driver's license driving skills test, a Substitute for Commercial Driver's License Driving Skills Test Certification and Evidence and a Certification of Employment must be completed.
<table>
<thead>
<tr>
<th>Texas Residents</th>
</tr>
</thead>
</table>

**Application for Texas Driver's License (DL-14A)**
- Record of examination

**Supplement Application for Texas Driver License - Certifications and Records of Commercial Driver's License Examination (CDL-1)**

If needed:

**Exemption Certification for Class A or B Non-CDL Supplement to Texas Driver License Application (CDL-2)**

**Substitute for CDL Driving Skills Test - Certificate and Evidence (CDL-3)**
- Certification of Employment (CDL-3A)

**Interstate Driver Certification (CDL-4)**

**Intrastate Driver Certification (CDL-5)**

**Certification of Physical Exemption 49 CFR Part 391 (CD-10)**
- school bus, government vehicles, passenger vehicles, and emergency vehicles

Apply at: any of the 345 Texas Department of Public Safety license offices in person

Application fee: $40

Payment method: cash, cashier's check, certified check or money order payable to the Texas Department of Public Safety

Processing time: same day

Receive: commercial driver's license

Valid for: four years after the applicant's next birthday

Renewal procedures: only physical certification and visual exam are required and any other certification forms

Notes:

1) Class M commercial driver's license only for intrastate drivers
4.1 STATE AGENCY DATABASES

As shown in Table 8, each state agency uses databases to help manage applicant information. All the databases contain commercial vehicle records except for that of the Texas Department of Transportation vehicle registration database and the Texas Department of Public Safety driver's licenses database. Commercial vehicle records are respectively stored together with millions of passenger car registration and driver's license records.

At each state agency, information from applications is manually inputted into databases. The Railroad Commission and the Texas Comptroller of Public Accounts use numerical codes to help reduce data entry strokes. An exception is the Texas Department of Transportation vehicle registration database. Automated forms are used to input information. The automated system provides an efficient and cost-effective system for maintaining millions of vehicle records.

Although each state agency uses an IBM mainframe operating system to store its databases, most other state agencies are not provided access. State agencies are possessive about their databases, and agencies invest large amounts of departmental resources creating, maintaining, and operating them. The Railroad Commission and the Comptroller of Public Accounts do not allow other state agencies access to their respective databases because these agencies consider their databases proprietary. The Department of Transportation shares its databases with the Department of Public Safety to assist police officers in enforcing commercial vehicle laws.

4.2 CENTRAL CREDENTIALS DATABASE

The implementation of transparent borders systems requires the creation of a credentials verification system. The credentials verification system automates credentials and permits inspection procedures by using a central credentials database, electronic tags, and operation software. As a commercial vehicle approaches a weigh station, information about the vehicle's credentials and permits is relayed to the credentials verification system by an electronic tag, which serves as a key to the central credentials database. The electronic tag contains only minimal information to minimize the likelihood and effects of tampering or counterfeiting. Once the commercial vehicle record is accessed from the central credentials database, the record is displayed on a computer screen for weigh station operator inspection. Complying commercial vehicles are allowed to pass the weigh station, and noncomplying commercial vehicles are summoned for further inspection.
### TABLE 8 - STATE AGENCY DATABASES

<table>
<thead>
<tr>
<th>Railroad Commission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation/Gas Utilities Division</td>
</tr>
<tr>
<td>Database: Operating authority</td>
</tr>
<tr>
<td>System: IBM mainframe</td>
</tr>
<tr>
<td>Access: Railroad Commission</td>
</tr>
<tr>
<td>Input: manual</td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>Texas Department of Transportation</th>
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<tbody>
<tr>
<td>Division of Maintenance and Operations - Central Permit Office</td>
</tr>
<tr>
<td>Database: Overweight/oversize database (Form 1700 transactions)</td>
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<tr>
<td>System: IBM mainframe</td>
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<tr>
<td>Access: Texas Department of Transportation and Texas Department of Public Safety</td>
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<td>Input: manual</td>
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| - Division of Motor Vehicles Titles and Registration - Operations Section |  
| Database: Vehicle registration and International Registration Plan |  
| System: IBM mainframe |  
| Access: Texas Department of Transportation, Texas Department of Public Safety, all law enforcement agencies, and County Tax Offices |  
| Input: automated for vehicle registration and manual for International Registration Plan |  

| Texas Comptroller of Public Accounts |  
| Tax Administrative Division |  
| Database: Motor fuels tax and interstate motor carrier sales and use tax |  
| System: IBM mainframe |  
| Access: Comptroller of Public Accounts |  
| Input: manual |  

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<thead>
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<th><strong>Texas Department of Public Safety</strong></th>
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<tbody>
<tr>
<td><strong>Administrative Division</strong></td>
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<tr>
<td>Database: Driver's licenses</td>
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<tr>
<td>System: IBM mainframe</td>
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<tr>
<td>Access: Department of Public Safety, all law enforcement agencies, and Texas Department of Transportation</td>
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<td>Input: manual</td>
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<td><strong>Enforcement Division</strong></td>
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<tr>
<td>Database: Motor carrier profiles and inspections, driver violations and arrests, and lease filings</td>
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<td>System: IBM mainframe</td>
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<td>Access: Department of Public Safety</td>
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Information input to the central credentials database should be, to the extent possible, automated. Most information may be automatically input by marking the appropriate state agency database data fields. Each commercial vehicle record could contain the following information:

- electronic tag number
- license plate number
- vehicle unit number
- vehicle year and make
- vehicle identification number
- combined gross weight
- permit and certificate numbers with expiration dates
- insurance carrier and policy number
- safety and violation records

The central credentials database should be updated daily to minimize vehicle and safety inspections.

4.3 MULTI-AGENCY APPLICATION

Implementation of one-stop shopping requires streamlining current applications and data collection procedures. As discussed in Section 3.2, motor carriers must complete numerous applications to obtain the proper credentials and permits. The replacement of all state agency applications with a single multi-agency application is desirable because a single application reduces the amount of paperwork and eliminates duplication of effort for state agencies and motor carriers. A multi-agency application would also allow state agencies to become more efficient and enhance the current customer service level.

As shown in Table 9, there are many common and unique application data elements. The most common application data elements are name, address, identification number, certificate or permit number, and liability insurance as well as vehicle make, year, unit number, and identification number. The multi-agency application should use common application elements, minimize unique elements, and eliminate unnecessary elements. It is desirable to eliminate affidavits, oaths, and copies of contracts, maps, and financial statements because these documents are just formalities. Most of these application data elements are already found in Railroad Commission applications. The multi-agency application might ask the applicant for the following information:
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<th>Application Data Elements</th>
<th>Interstate/Exempt</th>
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<th>Single State Registration</th>
<th>Motor Carriers of Property</th>
<th>Truckload Contract Carrier Permit</th>
<th>Agricultural Permit</th>
<th>International Registration Plan</th>
<th>Texas Certificate of Title</th>
<th>Texan Over/Underweight Permits</th>
<th>Motor Fuel Tax Permit</th>
<th>IMC Sales and Use Tax Permit</th>
<th>Texas Commercial Driver's License</th>
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The multi-agency application might ask the applicant for the following information about his commercial vehicle:

- year and make
- unit number
- vehicle identification number
- license plate number
- axle and tire information
- fuel type
- empty and combined gross weight
- purchase and factory list price
- date of purchase
- vehicle dimensions

State agencies need to hold discussions to determine each agency's information requirements.

Automated data collection from the multi-agency application is desirable. Scantron, computer disk, and electronic are the three kinds of automation. The scantron version requires applicants to complete the application with lead pencils by filling in circles that correspond to the appropriate letter, number, or answer. Completed applications are fed into a machine that scans the lead circles and inputs the information. The computer disk version uses a similar concept, except that the application is completed by typing the information on a computer. Completed applications are downloaded from the computer disk into a database. The electronic version is the same as the computer disk version, except that an on-line application is available from a computer network.
Each type of automation has its advantages and disadvantages. There are many advantages of the scantron version. Since the application is on paper, a computer is not needed and production cost is low. Some applicants also feel more comfortable completing a paper application. There are some disadvantages with the scantron version. Since each letter, number, or answer requires a corresponding circle to be filled in, the application requires an extensive effort. A scanner is needed to load the information into a database. Revision of the application is not easy because new applications must be printed.

The are many advantages of the computer disk version. Since the application must be completed on a computer, no paperwork is handled and the application is quickly completed by typing the information. Revision of the application is easily done by editing the computer file. There are a few minor disadvantages with the computer disk version. Every applicant does not have access to a computer. The production cost of the application is much greater than that of the other two versions because a computer disk is used. Some applicants also feel uncomfortable completing an application on a computer. The advantages and disadvantages of the electronic version are the same as those for the computer disk version except that the production cost of the application is lower.
CHAPTER 5
LEGAL ISSUES

5.1 LEGISLATIVE VIOLATIONS

Numerous changes to state commercial vehicle laws and state agency regulations are needed to implement transparent borders systems and one-stop shopping. The electronic and automated applications of transparent borders systems and one-stop shopping violate current state commercial vehicle laws and state agency regulations because the laws and regulations were written in an era when manual procedures were the norm.

A review of Vernon’s Texas Civil Statutes, state commercial vehicle laws, revealed 335 violations. Table 10 categorizes the violations, and each specific violation is listed in Appendix A. One hundred fifty-two violations are concerned with the filing of applications, documents, bonds, and records; with inclusion of documents, filing fees, photocopies, and maps with applications; and with completion of applications on prescribed forms. Permit issuance authority accounted for 98 violations and is considered a violation because the implementation of one-stop shopping would require changes in authority. Fifty-four of the violations are concerned with carrying cab cards, permits, certificates, and other documents in the vehicle and applying validation stickers to cab doors, license plates, and windshields. The remaining violations are concerned with the use of mail service, written communication, checks, money orders, portable static weight scales, and state agency seals.

A review of the Texas Administrative Codes, state agency regulations, revealed similar violations in much larger quantities because agency regulations are more specific about procedures and rules than state commercial vehicle laws. Specific violations are not documented here because an internal review of the regulations is more appropriate.

5.2 LEGISLATIVE GAPS

Correcting each violation is not enough to implement transparent borders systems and one-stop shopping because new legislation needs to be drafted to permit the use of electronic and automated applications. The new legislation should ensure a smooth implementation of transparent borders systems and one-stop shopping.

In transparent borders systems, the new legislation needs to designate a state agency or agencies with the responsibility of developing, implementing, and operating the credentials verification system. Operational procedures for the credentials verification system, standards for the central credentials database, replacement of paper credentials with an electronic tag, and
<table>
<thead>
<tr>
<th>Type of Violation</th>
<th>Number of violations</th>
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<tbody>
<tr>
<td>File applications, documents, bonds, or records; include documents, filing fees,</td>
<td>152</td>
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<tr>
<td>photocopies or maps; and complete on prescribed forms</td>
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<tr>
<td>Permit issuance authority</td>
<td>98</td>
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<tr>
<td>Cab card or other identification required in cab</td>
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<tr>
<td>Items mailed</td>
<td>11</td>
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<tr>
<td>Written communication</td>
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<td>Signature or seal required</td>
<td>8</td>
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<tr>
<td>Portable static weight scales</td>
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<td>Total</td>
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</table>
electronic tag distribution need to be specified. Higher forms of database security are needed to ensure confidentiality and data privacy. To ensure smooth operations, a single cab card for all credentials is needed.

New legislation also needs to designate a state agency or agencies with the responsibility of constructing and operating permanent weigh stations equipped with weigh-in-motion scales and credentials verification system equipment. Operational procedures for weighing vehicles, checking credentials, and allowing complying commercial vehicles to bypass open weigh stations need to be specified.

In one-stop shopping, new legislation needs to be drafted to designate a state agency or agencies with the responsibility of developing, implementing, and operating one-stop shopping. Permit issuance by a single state agency is preferred because training and implementation costs are lower.

Permit issuance cross-training will be a difficult task. Oversize/overweight permits pose problems because thirteen different kinds of permits are available and some permits have their own special rules. In addition, some oversize/overweight permits require route approval from each affected Texas Department of Transportation district office. Route approval is a lengthy procedure because it requires coordination from twenty-five Texas Department of Transportation district offices. Intrastate operating authority also poses problems because eight different types of authority are available and each type has its own regulations. Procedures for obtaining intrastate operating authority are lengthy and requirements are numerous.
CHAPTER 6
RECOMMENDATIONS

6.1 TRANSPARENT BORDERS SYSTEMS

Since the federal government has not established any standards, requirements, and guidelines for transparent borders systems, it is recommended that Texas conduct preliminary planning and cost/benefit studies. Inexpensive pilot projects using current technologies should also be investigated.

Once federal mandates are passed, it is recommended that the state legislature pass the necessary legislation to allow the legal operation of transparent borders systems. The Texas Department of Public Safety is the ideal choice for developing, implementing, and operating the credentials verification system because the department is the main beneficiary. Since the department does not have the technical capabilities to develop and implement the credentials verification system, contracting the work is desirable. Since other state agency databases would be linked with the central credentials database, discussions regarding modification of their databases might be needed. The Texas Department of Transportation is the ideal choice for distributing electronic tags because the department already distributes license plates. Once operational procedures are established, employees must be trained.

Since Texas has only temporary weigh stations, it is recommended that the Texas Department of Public Safety and the Texas Department of Transportation construct permanent weigh stations equipped with weigh-in-motion scales and credentials verification system infrastructure. The Texas Department of Transportation's participation is desirable because the department owns most of the highway right-of-way. The state agencies should examine the possibility of operating joint weigh stations with neighboring states (Arkansas, Louisiana, New Mexico, and Oklahoma) to help reduce costs and avoid weigh station duplication. International port-of-entry stations with bordering countries (Mexico and Canada) should also be investigated.

6.2 ONE-STOP SHOPPING

It is recommended that Texas immediately implement one-stop shopping to enhance the current customer service level. Discussions with other state agencies should be held to streamline regulatory procedures and develop a single multi-agency automated application. Computer disk and electronic versions of the multi-agency application are ideal choices. State agencies also need to determine the type of one-stop shopping permit issuance authority—one state agency or all four agencies. Transfer of all permit issuance authority to the Texas
Department of Transportation is desirable because the department already issues most commercial vehicle credentials and permits. Once an agreement is reached, the state legislature should pass the necessary legislation to allow the legal one-stop shopping operations.

Since the Texas Department of Transportation does not have the technical capabilities to upgrade its computer software systems, contracting the work is desirable. Offering one-stop shopping at each of the twenty-five district offices of the Department of Transportation and at permanent weigh stations is the best choice because this provides the highest customer service level. Computers at district offices and weigh stations should be made available to help motor carriers complete their application.

6.3 ADDITIONAL RECOMMENDATIONS

Since state agency divisions involved with commercial vehicle operations are scattered throughout Austin, it is recommended that Texas increase the levels of communication and coordination among agencies. This encourages teamwork, which is critical to the smooth implementation of transparent borders systems and one-stop shopping. Texas should investigate the possibility of creating a new commercial vehicle state agency to oversee all the other agencies because the new agency would increase organization and coordination of commercial vehicle operations.

It is recommended that Texas investigate the possibility of adding a magnetic strip to commercial driver's licenses or to the Central Permit Office's Permit Account Card. Since California commercial driver's licenses already use a magnetic strip, examination of the advantages and disadvantages would be helpful. The magnetic strip allows credential and permit information as well as driver violation and arrest records to be stored on the license or card. Instead of waiting to verify a driver's credentials, police officers can simply swipe the license or card through a reader, which immediately gives the officer the necessary information. The magnetic strip could also allow the license to serve as an account card, which provides drivers more flexibility in purchasing credentials and permits. An efficient procedure would be required for drivers who make frequent changes to their records.

It is recommended that Texas examine the possibility of deregulating the trucking industry by eliminating intrastate operating authority. Although the elimination of operating authority may not be popular with some public officials and motor carriers, it might simplify trucking industry business operations and create a more competitive environment. Policies in states with and without operating authority should be carefully examined to identify the successes and failures.
APPENDIX A

VIOLATIONS IN
VERNON'S TEXAS CIVIL STATUTES
Vernon's Texas Civil Statutes, Article 911a, Motor Carriers and Regulation by Railroad Commission

§1. Definitions. ¶(e)
"...certificate of public convenience and necessity issued under this Act."

§1. Definitions. ¶(f)
"...permit issued to contract carriers under the terms of this Act."

§1a. Exceptions to definitions of terms "motor carriers," "contract carrier," and "transportation property for compensation or hire," ¶(e)
"...shall have first filed with the Railroad Commission of Texas certificates of insurance covering each motor vehicle..."

§1a. Exceptions to definitions of terms "motor carriers," "contract carrier," and "transportation property for compensation or hire," ¶(f)
"...shall have first filed with the Railroad Commission of Texas certificates of insurance covering each motor vehicle..."

§1a. Exceptions to definitions of terms "motor carriers," "contract carrier," and "transportation property for compensation or hire," ¶(g)
"...shall have first filed with the contracting agency certificates of insurance covering each motor vehicle..."

§1a. Exceptions to definitions of terms "motor carriers," "contract carrier," and "transportation property for compensation or hire," ¶(h)
"...shall file with the Railroad Commission of Texas certificates of insurance covering each motor vehicle...and a notice of intent....the notice shall be carried in the cab of all vehicles..."

§3. Certificate of convenience and necessity. ¶1
"No motor carrier shall operate as a common carrier without first having obtained from the Commission...a certificate of public convenience and necessity..."

"...operate as a contract carrier without first having obtained from the Commission a permit so to do..."
§4, Supervision and regulation by Commission, ¶(a)(1)
"...the filing of such monthly, annual or other reports and of other data by motor carriers as the Commission may deem necessary."

§4, Supervision and regulation by Commission, ¶(a)(13)
"All commercial motor vehicles...pursuant to intrastate certificates or permits of public convenience and necessity granted by the Railroad Commission of Texas...shall be required to be registered annually with the Commission..."

"The Commission shall issue...a numbered certificate bearing the name and address of the vehicle owner...which shall be carried in the vehicle at all times."

§4, Supervision and regulation by Commission, ¶(a)(14)
"...vehicles registered with the Railroad Commission of Texas under certificates or permits of public convenience and necessity or under vehicle registration certificates issued under Subdivision (13)..."

§5, Commission to issue certificates of convenience and necessity; assignment or sale of certificate, ¶1
"No motor carrier shall hereafter operate...without having obtained from the Commission...a certificate declaring that the public convenience and necessity..."

"...the Commission shall...issue all motor carriers...permanent certificates of public convenience and necessity..."

§5, Commission to issue certificates of convenience and necessity; assignment or sale of certificate, ¶2
"...any proposed sale, lease, assignment or transfer shall be first presented in writing to the Commission..."

"Every applicant filed with the Commission...shall be accompanied by a filing fee..."
§5a, Commission to issue certificates of convenience and necessity; issuance to specialized motor carrier; application; filing fee, ¶(a)\textsuperscript{1}

"The Commission is hereby given authority to issue upon application and hearing...specialized motor carrier certificates of convenience and necessity..."

§5a, Commission to issue certificates of convenience and necessity; issuance to specialized motor carrier; application; filing fee, ¶(a)\textsuperscript{2}

"...any proposed sale, lease, assignment or transfer shall be first presented in writing to the Commission..."

"Every application filed with the Commission...shall be accompanied by a filing fee..."

§5a, Commission to issue certificates of convenience and necessity; issuance to specialized motor carrier; application; filing fee, ¶(b)

"...certificates of convenience and necessity issued by the Commission..."

"...motor carriers operating under certificates of convenience and necessity issued by the Commission...

"...shall be the duty of the Commission to issue without further proof a certificate authorizing the operation...

§5a, Commission to issue certificates of convenience and necessity; issuance to specialized motor carrier; application; filing fee, ¶(d)

"...the Commission...shall issue certificate..."

"...the Commission...shall grant any application for a certificate of convenience and necessity..."

§5a, Commission to issue certificates of convenience and necessity; issuance to specialized motor carrier; application; filing fee, ¶(f)

"Every application for a certificate of public convenience and necessity...shall be accompanied by a filing fee..."

§5b, Agricultural permit, ¶(a)

"...the person holds an agricultural permit issued by the Commission..."
§5b, Agricultural permit, ¶(b)
"The Commission may issue agricultural permits without notice, hearing, or proof of public convenience and necessity..."

§5b, Agricultural permit, ¶(e)
"An application must be accompanied by...a filing fee..."

§5b, Agricultural permit, ¶(g)
"The Commission shall issue to each permittee an identification card...card must be displayed within the cab of the vehicle"

"The Commission shall prescribe the form for the identification card and may include additional information on the card."

§5b, Agricultural permit, ¶(h)
"...permit issued under this section..."

§5b, Agricultural permit, ¶(i)
"...permit issued under this section..."

§6, Application for permits; specialized motor carrier certificates; transfer or sale of permits, ¶(a)
"...shall have received a permit from the Commission..."

§6, Application for permits; specialized motor carrier certificates; transfer or sale of permits, ¶(b)
"No application for a permit shall be considered by the Commission unless it be reduced to writing..."

§6, Application for permits; specialized motor carrier certificates; transfer or sale of permits, ¶(d) ¶1
"The Railroad Commission...issues...‘Specialized Motor Carrier’ certificates..."

§6, Application for permits; specialized motor carrier certificates; transfer or sale of permits, ¶(d) ¶2
"...the Commission granting said application and the certificate issued..."
§6. Application for permits; specialized motor carrier certificates; transfer or sale of permits, ¶(e)
"...any proposed sale, lease, assignment, or transfer shall be first presented in writing to the Commission..."

"Every application filed with the Commission...shall be accompanied by a filing fee..."

§6. Application for permits; specialized motor carrier certificates; transfer or sale of permits, ¶(f)
"...any proposed sale, lease, assignment, or transfer shall be first presented in writing to the Commission..."

"Every application filed with the Commission...shall be accompanied by a filing fee..."

§6-bb, Permits not granted as contract carrier to person operating as common carrier, ¶1
"...application for permit...shall be granted by the Commission...certificate of convenience and necessity be granted by the Commission..."

§6-cc, Hours of labor, ¶1
"...certificate or permit issued by the Railroad Commission of Texas..."

§6-dd, Transporting by armored motor vehicles of currency, coin, securities and other items of high intrinsic value, ¶(b)
"The commission shall issue a permit under this section..."

§9, Interference with general use of highways, ¶1
"...the application shall be granted and the certificate issued upon such terms and conditions as said Commission..."

§10, Contents of written application, ¶1¶(4)
"No application for a certificate of public convenience and necessity shall be considered by said Commission unless it be in writing..."

§10, Contents of written application, ¶4
"It shall be accompanied by a plat or map..."
§12, Rules for hearing; appearance by interested persons and Highway Commission; revocation of permit, ¶(b)

"The Commission...may revoke, suspend or amend any certificate or permit issued..."

§13, Bonds or insurance to cover loss or damages; protection to employees, ¶1

"Before any permit or certificate of public convenience and necessity may be issued...motor carrier shall file with the Commission bonds and/or insurance policies..."

"The Commission may accept in lieu of filing the original policies..."

§13b, Accounts to be kept; reports to Commission, ¶1

"...require all motor carriers to keep a set of accounts...to file reports and such other data as the Commission may deem necessary..."

§16, Penalty for violation of Act, ¶(f)

"...to display upon any motor vehicle the certificate or permit number, or other insignia of authority from the Railroad Commission..."

§16, Penalty for violation of Act, ¶(l)

"...an agricultural permit issued by the Commission..."

§17, Filing fee accompanying application, ¶(a)

"Every applicant for a certificate of convenience and necessity shall be accompanied by a filing fee..."

§17, Filing fee accompanying application, ¶(b)

"Every applicant for a certificate of convenience and necessity shall be accompanied by a filing fee..."

§18, Cab card and identifying marks, ¶(a)

"...there shall be in the cab of the motor vehicle a cab card furnished by the Commission..."

"...Commission to provide cab card and each motor vehicle operating in the State shall carry it as soon as it is received. The cab card shall be issued annually thereafter and placed in each motor vehicle..."
§18, Cab card and identifying marks, ¶(b)
"...on each side of the power unit...the number of the certificate or permit..."

§22, Cancellation of certificate, ¶1
"Any certificate of public convenience and necessity shall be canceled by the Commission..."

Miscellaneous Motor Carriers Laws (Vernon's Texas Civil Statutes)
Article 911i, Transporting by motor vehicle for hire without permit, ¶1
"...obtained such certificate or permit from the Railroad Commission of Texas..."
Registration of Vehicles (Vernon's Texas Civil Statutes)

Article 6675a-2, Registration, ¶(a-1)
"...file an application for certificate and title and apply for registration of such motor vehicle through the County Tax Collector..."

Article 6675a-2, Registration, ¶(c)
"...farm trailers and semitrailers...a distinguishing license plate from the State Highway Department through the County Tax Collector upon forms prescribed and furnished by the department."

Article 6675a-2, Registration, ¶(h)(1)
"...submits along with his application for registration a statement..."

Article 6675a-2, Registration, ¶(h)(2)
"...shall be used and the registration shall be carried at all times in or on the vehicle..."

Article 6675a-2, Registration, ¶(i)
"...the vehicle emissions inspection certificate for that vehicle or other verification of compliance...is submitted with the application for registration or renewal of registration..."

Article 6675a-2a, Registration, ¶(a)
"The owner of a motor vehicle...shall submit with the application for registration...evidence of financial responsibility that is currently valid."

Article 6675a-2a, Registration, ¶(b)
"...submit with the application for registration evidence of financial responsibility..."

Article 6675a-2a, Registration, ¶(c)
"...shall return it unless the evidence is presented to the tax collector in the form of a photocopy."

...evidence of financial responsibility or a photocopy of the evidence satisfies the requirement in this section:

1) a liability insurance policy or liability self-insurance or pool coverage document issued by a political subdivision or governmental pool pursuant...

2) a standard proof of liability form promulgated by the Texas Department of Insurance
and issued by a liability insurer...

(3) an insurance binder...

(4) a copy of certificate issued by the Department of Public Safety that shows that the vehicle to be registered is covered by self-insurance;

(5) a certificate issued by the state treasurer that shows that the owner of the vehicle has on deposit with the treasurer money or securities...

(6) a certificate issued by the Department of Public Safety that shows that the vehicle is a vehicle for which a bond is on file with the Department...

(7) a copy of a certificate issued by the county judge of a county in which the vehicle is registered that shows that the owner of the vehicle has on deposit..."

Article 6675a-2a, Registration, ¶(e)
"...the tax collector shall provide to the person registering the motor vehicle a separate document that contains a statement..."

Article 6675a-2a, Registration, ¶(h)
"...registering a motor vehicle by mail."

Article 6675a-2b, [SR alternative], ¶(a)
"...may demonstrate compliance...by showing proof of financial responsibility..."

Article 6675a-3, Application for registration, ¶(a)
"...shall be made on a form furnished by the Department. Each such application shall be signed by the owner..."

Article 6675a-3, Application for registration, ¶(b)
"...the license receipt or transfer receipt...shall be accepted by the County Tax Collector as an application for the renewal of the registration of the vehicle..."

"...furnishing satisfactory evidence to the Tax Collector by affidavit or otherwise...it shall become the duty of the Tax Collector to issue him license therefor."

Article 6675a-3, Application for registration, ¶(I)
"...the vehicle emissions inspection certificate for that vehicle or other verification of compliance...be submitted with an application for registration or renewal of registration."
Article 667a-3e, Operation of motor vehicles without license number plates, §5, Violation a misdemeanor; dealers; purchase of plates in February and March or month preceding expiration date, ¶(a)
"...have been validated by a symbol, tab, or other device issued by the department..."

Article 667a-3e, Operation of motor vehicles without license number plates, §5, Violation a misdemeanor; dealers; purchase of plates in February and March or month preceding expiration date, ¶(b)
"...display the symbol, tab, or other device issued by the department..."

Article 667a-3e, Operation of motor vehicles without license number plates, §5, Violation a misdemeanor; dealers; purchase of plates in February and March or month preceding expiration date, ¶(c)
"The symbol, tab, or device...shall be attached to the inside of the vehicle's windshield..."

"...the department shall issue a distinctive symbol, tab, or other device for the attachment to the rear license plate of the vehicle."

Article 667a-3e, Operation of motor vehicles without license number plates, §6, Road-tractor, motorcycles, trailers, etc., ¶1
"...a license number plate...validated by the attachment of a symbol, tab, or other device..."

Article 667a-3e, Operation of motor vehicles without license number plates, §7, Operation with old license plates, ¶(a)
"...a license number plate...validated by the attachment of a symbol, tab, or other device..."

Article 667a-5i, Tow trucks; registration and special license plates, ¶(b)
"The department shall design and provide for the issuance of special license plates..."

Article 667a-5i, Tow trucks; registration and special license plates, ¶(c)
"The department shall issue license plates...submits with the application a certified copy of the certificate of registration issued by the commissioner."
Article 6675a-6a, Registration fee; commercial motor vehicles used primarily for farm purposes, ¶(a)
"It shall be the duty of the State Department of Highways and Public Transportation to provide license plates..."

Article 6675a-6b, Short term commercial motor vehicle permit to haul loads of larger tonnage, §1
"the owner may...receive a short-term permit..."

Article 6675a-6b, Short term commercial motor vehicle permit to haul loads of larger tonnage, §2
"No such permit shall be issued unless a registration fee has been paid..."

Article 6675a-6b, Short term commercial motor vehicle permit to haul loads of larger tonnage, §3
"The State Highway Department shall...furnish...the necessary sticker, plate or other means..."

Article 6675a-6c, Temporary permits for foreign commercial vehicles, §1
"...the Texas Highway Department is authorized to issue temporary permits..."

Article 6675a-6c, Temporary permits for foreign commercial vehicles, §3
"The Texas Highway Department...may prescribe an application for such permits and other forms it may deem proper."

Article 6675a-6c, Temporary permits for foreign commercial vehicles, §4
"Such temporary registration permits shall be issued by the County Tax Assessors-Collectors or the Texas Highway Department..."

Article 6675a-6c, Temporary permits for foreign commercial vehicles, §5
"...shall present to the County Tax Assessor-Collector or the Highway Department such evidence as shall indicate that such motor vehicle is protected by such insurance..."

Article 6675a-6d, Temporary permits for commercial motor vehicles, §1
"...the Texas Highway Department is authorized to issue temporary permits..."
Article 6675a-6d, Temporary permits for commercial motor vehicles, §3
"The Texas Highway Department...may prescribe an application for such permits and other forms
as it may deem proper."

Article 6675a-6d, Temporary permits for commercial motor vehicles, §5
"Such temporary registration permits shall be issued by the County Tax Assessor-Collector or the
Texas Highway Department..."

Article 6675a-6e, Temporary registration for nonresidents, §2A, Trucks, trailer, etc., used in
movement of farm products; temporary registration permit to nonresident owners; hauling
harvesting machinery, ¶1
"...the Department is authorized to issue a nonresident owner a 30-day temporary registration
permit..."

Article 6675a-6e, Temporary registration for nonresidents, §2A, Trucks, trailer, etc., used in
movement of farm products; temporary registration permit to nonresident owners; hauling
harvesting machinery, ¶2
"...the Department is authorized to issue a nonresident owner a 30-day temporary registration
permit..."

"...the applicant must present satisfactory evidence that such motor vehicle is protected by such
insurance..."

Article 6675a-6e, Temporary registration for nonresidents, §2A, Trucks, trailer, etc., used in
movement of farm products; temporary registration permit to nonresident owners; hauling
harvesting machinery, ¶3
"The Department is authorized to prescribe the form of the application and the information to be
furnished..."

"If the application is granted, the Department shall issue a special distinguishing insignia which
must be attached to such vehicle..."

Article 6675a-6e, Temporary registration for nonresidents, §3, One-day permits, ¶(a)
"...the Department is authorized to temporarily register such vehicle upon application..."
Article 6675a-6e, Temporary registration for nonresidents, §3, One-day permits, ¶(d)
"Temporary registration authorized by this section may be obtained by submitting application therefor on a form prescribed and furnished by the Department to the County Tax Collector...or to the Department in Austin."

"A registration receipt and temporary tag shall be issued by the Department..."

Article 6675a-6e, Temporary registration for nonresidents, §3, One-day permits, ¶(e)
"The registration receipt...shall be carried in the vehicle at all times...displayed in the rear window..."

"...the temporary tag shall be attached on or carried in the vehicle..."

Article 6675a-12, License receipts, ¶1
"The Department shall issue...a license receipt..."

Article 6675a-12a, Duplicate license receipts, ¶1
"...may obtain a duplicate thereof from the State Department of Highways and Public Transportation or the County Collector who issued the original receipt..."

Article 6675a-13, Plate or plates or other devices for attachment to vehicles, ¶(a)
"The Department shall issue...a plate or plates, symbols, tabs, or other devices..."

Article 6675a-13, Plate or plates or other devices for attachment to vehicles, ¶(b)
"The Department shall issue...license plate or set of license plates..."

Article 6675a-13, Plate or plates or other devices for attachment to vehicles, ¶(c)
"...the Department shall issue new license plates or a symbol, tab, or other device..."

Article 6675a-13, Plate or plates or other devices for attachment to vehicles, ¶(d)
"Replacement plates issued...if the proper symbol, tab, or other device..."

Article 6675a-13, Plate or plates or other devices for attachment to vehicles, ¶(f)
"...use of license plates, symbols, tabs, and other devices issued..."
Article 6675a-13 1/4, Cost of manufacturing plates, symbols and tabs, ¶(1)
"...the Texas Highway Department shall reimburse the Texas Department of Corrections for the cost of manufacturing motor vehicle license plates, symbols, tabs, or other devices..."

"...said Department of Corrections shall be reimbursed as license plates, symbols, tabs, or other devices are delivered...

Article 6675a-13 1/2, Designs and specifications of reflectorized plates, symbols and tabs, ¶(a)
"The State Department of Highways and Public Transportation shall prepare the designs and specifications for the single plate or plates of metal or other material, symbols, tabs, or other devices...

"...all license plates shall be made with a reflective material...

"The Department shall design the license plates to include a design...that represents the silhouette the shape of the State of Texas...

Article 6686, Dealer's and manufacturer's license plates and tabs, ¶(15)(b) Permits for transportation vehicles, ¶1
"...shall make application to the State Highway Commission for a drive-a-way in-transit license...

Article 6686, Dealer's and manufacturer's license plates and tabs, ¶(15)(d) Manufacturer to give notice of sale or transfer, ¶1
"...shall immediately give written notice of such transfer to the Registration Division of the State Highway Department upon the official form...

Article 6686, Dealer's and manufacturer's license plates and tabs, ¶(15)(d-1) Factory delivery permit, ¶1
"The Department is authorized to issue or cause to be issued temporary license plates..."
Vernon's Texas Civil Statutes, Article 6687b-2, Commercial Driver's Licenses

§18, Application for Commercial Driver's License, ¶(b)
"The department may require documentary evidence to verify the information..."

§24, License Renewal Procedures, ¶1
"...must complete the application form required by the department, providing updated information and required certifications."
§22. "Manufacturer's certificate" defined, ¶1
"...a certificate on form to be prescribed by the Department..."

"...an application for certificate of title...on appropriate forms to be prescribed by the Department..."

§23. Importer's "certificate" defined, ¶1
"...a certificate on form to be prescribed by the Department..."

"...importer's certificate must be accompanied by such evidence of title to the motor vehicle..."

§24. "Certificate of title" defined, ¶1
"...a written instrument which may be issued solely by and under the authority of the department..."

§27, Application for certificate of title before sale, ¶1
"...the owner shall make application to the designated agent in the county of his domicile upon form to be prescribed by the Department..."

§28, Manufacturer's certificate, ¶1
"...designated agent shall issue a receipt for an application..."

§29, Inspector's certificate, ¶1
"...designated shall issue a receipt for an application..."

§30, Vehicles brought into state; examination; sale of vehicles; liens or encumbrances, ¶(a)
"...the applicant shall furnish to the designated agent a certificate from a duly constituted peace officer in the form prescribed by the Department..."

"...the Department may not issue a certificate of title unless and until these provisions have been compiled with..."
§30, Vehicles brought into state; examination; sale of vehicles; liens or encumbrances, ¶(b)
"...application on the form to be prescribed by the Department..."

"...designated agent shall issue a receipt..."

§31, Receipts issued by designated agents, ¶1
"...issue a receipt marked 'original' to the applicant..."

"...said receipt shall be issued in duplicate, one of which shall be marked 'original' and shall be mailed or delivered by every such designated agent to the first lien holder..."

"...the other said copy shall be marked 'duplicate original' and shall be mailed or delivered to the address of the applicant..."

§32, Issuance of certificate of title, ¶1
"Every designated agent...shall forward to the Department, by mail prepaid postage, copies of all receipts issued by him..."

"...the department shall issue certificate of title marked 'original' on the face thereof and send the same to the address of the applicant as given in his application by first class mail."

"...'original' shall be mailed to the address of the first lien holder..."

"...copy of said certificate title shall be sent first class mail..."

§33, Sale; transfer of certificate; affidavit, ¶1
"...owner...transfer the certificate of title on a form prescribed by the Department..."

"...affidavit to the effect that the signer is the owner..."

§34, New certificate of title when all forms have been used, ¶1
"...new certificate shall be issued by the Department."
§35, Transfer by operation of law; new certificate, ¶1
"...the Department shall issue a new certificate of title..."

"...the Department to issue a new certificate of title..."

§36, Loss or destruction of certificate; certified copy, ¶1
"...owner may procure a certified copy of same directly from the Department by making affidavit upon such form..."

"...certified copy of the certificate of title marked 'original' shall issue only to the first lien holder..."

"Said certificate copy and all subsequent certificates of title issued..."

"...said certificate thereafter issued by the Department."

§37, Junking motor vehicle; rebuilding or assembling motor vehicle, ¶(a)
"...a certificate of title has been issued is junked...owner named last in the certificate of title shall surrender the certificate of title to the Department..."

§37, Junking motor vehicle; rebuilding or assembling motor vehicle, ¶(b)
"...procure a certificate of title for same from the Department."

"...obtaining any such certificate of title said person shall furnish an affidavit..."

"...the Department shall not issue such certificate of title unless and until it has satisfied itself..."

§38, Grounds for refusing or revoking certificate, ¶1
"The Department shall...issued a certificate of title, or having issued a certificate of title suspend or revoke the same..."

§42, Notation of security interest; filing, ¶1
"Presentation of an application for a certificate of title with the lien disclosed therein and tender of the filing fee to the designated agent of the Department..."
§47, Discharge of lien, ¶1
"...discharge of the lien upon such form as may be prescribed by the Department...

"...shall receive from the Department a new title."

§48, Duplicate receipt or certificate, ¶1
"No duplicate receipt or certificate of title shall be issued without the surrender of the original...

§49, Altering, forging or counterfeiting certificates, ¶(a)
"...alter any certificate of title issued by the Department or forge or counterfeit any certificate of title purporting to have been issued...

§49, Altering, forging or counterfeiting certificates, ¶(f)
"...make application to the Texas Highway Department for an assigned vehicle identification number...

"Each application for an assigned vehicle identification number shall be submitted on a form prescribed and furnished by the Texas Highway Department...

§55, Rules and regulations; forms, ¶1
"The Department may...prescribe such forms...

§58, Alteration of certificate or receipt, ¶1
"...alter any certificate or receipt of title after the same has been issued...

§63, Effective date; receipt forms, ¶(b)
"...the owner thereof shall make application for and be granted an official certificate of title...by the Department.

§63, Effective date; receipt forms, ¶(c)
"...obtaining a certificate of title therefor from the Department..."
§2, Filing copy of lease; memorandum or agreement; letter of acknowledgment; copies carried in cab; display; exceptions, 1
"...filed with the Department an executed copy of the lease, memorandum or agreement..."

§2, Filing copy of lease; memorandum or agreement; letter of acknowledgment; copies carried in cab; display; exceptions, 2
"...the Department shall deliver or mail forthwith to the lessee of such motor vehicle or truck-tractor, a letter of acknowledgment thereof, with the official stamp or seal of the Department affixed to such letter."

§2, Filing copy of lease; memorandum or agreement; letter of acknowledgment; copies carried in cab; display; exceptions, 4
"...filed with the Department...shall have mailed by certified mail a duly executed copy of said lease, memorandum or agreement..."

"The lessee of said motor vehicle or truck-tractor shall have in the cab...a true copy of said lease, memorandum or agreement, together with the letter of transmittal of such lease to the Department, as well as said receipt for certified mail..."

"...shall have in the cab...a true copy of the original letter of acknowledgment, as provided herein, with the official stamp or seal of the Department affixed thereto..."

§2, Filing copy of lease; memorandum or agreement; letter of acknowledgment; copies carried in cab; display; exceptions, 5
"...having in the cab thereof such letter of acknowledgment from the Department with its official stamp or seal affixed thereto, or an effective receipt for certified mail, as well as the letter of transmittal and copy of said lease, memorandum or agreement..."

§2, Filing copy of lease; memorandum or agreement; letter of acknowledgment; copies carried in cab; display; exceptions, 8(c)
"...filed...with the Department of Public Safety, a complete list giving a full description of all such commercial motor vehicles and truck-tractors...available for lease or rent without drivers for compensation."
"The first complete list must be accompanied by a fee...together with a photostat or certified copy of the registration or title papers of every such motor vehicle."

"filed...together with photostat or certified copy of the registration or title papers on such additional equipment shall be filed."

§3, Subsequent lease, memorandum or agreement covering same vehicle, ¶1
"...lease, memorandum or agreement shall have been filed with the Department..."

§5, Filing fee, photostat or certified copy of registration or title papers, ¶1
"Any filing of a lease, memorandum, or agreement, or of a release...shall be accompanied by a fee...together with a photostat or certified copy of the registration or title papers on every such motor vehicle..."

§6, Sign or placard, ¶1
"...shall be affixed in a conspicuous place on each side thereof a sign or placard..."

"...sign or placard...to be affixed in a conspicuous place on each side of the vehicle..."
Vernon's Texas Civil Statutes, Article 6701d-11, Regulating Operation of Vehicles on Highways

§2, Weights and loads of vehicles; special permits; municipal regulation, ¶(b)(1)
"The Commissioners Courts through the County Judges of the several counties of this state may issue permits..."

"...require the owner or operator to execute or comply with a road use agreement or indemnity agreement, to make any filings or applications, or to provide a bond or letter of credit other than the bond or letter of credit provided..."

§2, Weights and loads of vehicles; special permits; municipal regulation, ¶(b)(2)
"...after the date a person receives a permit...shall notify by certified or registered mail...the county clerk of each county in which the person intends to operate..."

§2, Weights and loads of vehicles; special permits; municipal regulation, ¶(b)(3)
"A copy of the permit issued and bond or letter of credit required...shall accompany the notification..."

§2, Weights and loads of vehicles; special permits; municipal regulation, ¶(b)(5)
"The owner or operator of a vehicle that has a permit issued...who has filed the bond or letter of credit required...who has filed the notification required..."

§2, Weights and loads of vehicles; special permits; municipal regulation, ¶(b)(7)
"A County Judge may...issue an annual permit to a dealer..."

§2, Weights and loads of vehicles; special permits; municipal regulation, ¶(c)
"The Commissioners Court...may require a bond to be executed..."

§3, Width, length and height, ¶(3)(B)
"...the State Department of Highways and Public Transportation may, on application, issue annual permits...fee must accompany the application."

§3, Width, length and height, ¶(4)
"... a special permit issued for such movement..."
§5(a), Applicant for registration to show weight and maximum load; license receipt; penalty for violation. ¶1
"...the applicant shall deliver to the Tax Collector...an affidavit...which shall be kept on file by the Collector."

"A copy of said receipt shall be carried at all times on any such vehicle..."

§5(a), Applicant for registration to show weight and maximum load; license receipt; penalty for violation. ¶2
"Such copy of the registration license receipt shall be displayed to any officer..."

§5B. [No title]. ¶(a)
"The department shall issue permits..."

§5B. [No title]. ¶(d)
"The department may only issue the permit if the vehicle is registered..."

§5B. [No title]. ¶(e)
"The permit is valid for one year and must be carried in the vehicle..."

§5B. [No title]. ¶(g)
"An applicant for a permit...shall file with the department an irrevocable letter of credit issued by a financial institution..."

§5B. [No title]. ¶(i)
"A permit issued under the this section may be transferred by the department..."

"A person shall apply for a transfer by filing an affidavit with the department..."

§6. Weighing loaded vehicles by inspectors, Subdivision 1, ¶1
"weigh the same by means of portable or stationary scales furnished or approved by the Department of Public Safety..."
"...may weigh the vehicle by means of portable or stationary scales..."

Miscellaneous Size and Weight Laws (Vernon's Texas Civil Statutes)
Article 6701 1/2, Manufactured housing and industrial buildings; movement of overlength and overwidth on highways, §A
"...permits issued by the State Department of Highways and Public Transportation."

Article 6701 1/2, Manufactured housing and industrial buildings; movement of overlength and overwidth on highways, §B(1)
"The application for a permit and the permit shall be in the form as prescribed by the State Department of Highway and Public Transportation;"

Article 6701 1/2, Manufactured housing and industrial buildings; movement of overlength and overwidth on highways, §C(1)
"The State Department of Highways and Public Transportation shall only issue permits to persons registered as manufacturers and retailers..."

"...the permit...shall be affixed to the rear of the manufactured home during transportation..."

Article 6701 1/2, Manufactured housing and industrial buildings; movement of overlength and overwidth on highways, §C(2)
"The State Department of Highways and Public Transportation may issue single trip permits to the owners of manufactured homes..."

"Single trip permits may also be issued to installers registered with the Texas Department of Labor and Standards for the transportation of manufactured homes..."

"The owner or installer must have proof of insurance coverage..."

Article 6701 1/2, Manufactured housing and industrial buildings; movement of overlength and overwidth on highways, §D
"On application said department shall issue permit books or packets..."
Article 6701a, Permits for heavy trucks on highways, §1, Issuance of permits; designate routes in cities and towns, ¶(a)
"...the State Department of Highways and Public Transportation may...issue a permit for the operation of said equipment with said commodities..."

"...the route shall be shown on all maps routing said equipment with said commodities by the Department."

Article 6701a, Permits for heavy trucks on highways, §1-a, Special agents, ¶1
"...the State Department of Highways and Public Transportation shall designate a special agent or agents who shall at all times be available for the purpose of issuing such permits in compliance with this law."

Article 6701a, Permits for heavy trucks on highways, §1-b, Annual permits for implements of husbandry, ¶(a)
"The Department may issue an annual permit to allow equipment that exceeds weight and size limits..."

Article 6701a, Permits for heavy trucks on highways, §2, Application, ¶(a)
"The application for a permit...must be in writing..."

Article 6701a, Permits for heavy trucks on highways, §3, Prerequisites; rules as to fees, ¶(a)
"...the applicant for the same shall file with the State Department of Highways and Public Transportation a bond..."

Article 6701a, Permits for heavy trucks on highways, §3, Prerequisites; rules as to fees, ¶(b)
"There shall also accompany the application for permit a fee..."

Article 6701a, Permits for heavy trucks on highways, §4, Contents of permit, ¶(a)
"Any permit...issued by the State Department of Highways and Public Transportation must include:

(3) the signature of the State Engineer-Director of Highways and Public Transportation or of a division engineer;"
Article 6701a, Permits for heavy trucks on highways, §5, Permits issued by telephone, ¶(a)
"The State Department of Highways and Public Transportation shall provide for issuing permits by telephone..."

Article 6701a, Permits for heavy trucks on highways, §5, Permits issued by telephone, ¶(b)
"The department shall issue permits under this section for the periods and at the rates provided for other permits under Section 3 of this Act."

Article 6701a, Permits for heavy trucks on highways, §5, Permits issued by telephone, ¶(c)
"...to obtain a permit...must provide to an agent...by telephone, all information required...other than the applicant's signature, and a valid credit card account number..."

Article 6701a, Permits for heavy trucks on highways, §5, Permits issued by telephone, ¶(e)
"...an applicant shall prepare, on a form provided by the department, a permit with the information provided to the agent...and the information received..."

"The applicant shall keep the permit in the vehicle..."

Article 6701a-2, Portable buildings; movement of overlength and overwidth on highways; permits; fees, §A, ¶1
"...the State Department of Highways and Public Transportation may, upon application, issue a permit for the movement of said equipment;"

"...the route shall be shown on all maps routing said equipment with said commodities by the Department."

Article 6701a-2, Portable buildings; movement of overlength and overwidth on highways; permits; fees, §B, ¶1
"The application for a permit...shall be in writing..."
Article 6701a-2, Portable buildings; movement of overlength and overwidth on highways; permits; fees, §C, ¶1
"The special permits shall be issued by the highway department through the agent or agents in each county designated..."

Article 6701a-2, Portable buildings; movement of overlength and overwidth on highways; permits; fees, §D, ¶1
"There shall accompany the application for permit a fee..."

Article 6701a-2, Portable buildings; movement of overlength and overwidth on highways; permits; fees, §E, ¶1
"Permits issued by the state highway department...shall be substantially in the following form:
(1) ...shall be dated and signed by the State Engineer-Director for Highways and Public Transportation, a division engineer, or a designated agent."

Article 6701d-12, Weight of vehicles transporting ready-mixed concrete, §1
"...shall first file with the State Department of Highways and Public Transportation a surety bond..."

Article 6701d-12, Weight of vehicles transporting ready-mixed concrete, §3
"The governing body of county, city, or town may require the owner...to file a surety bond..."

Article 6701d-16, Movement of oversize or overweight oil well servicing and drilling machinery, §2
"...the State Highway Department may...issue a permit..."

Article 6701d-16, Movement of oversize or overweight oil well servicing and drilling machinery, §5
"The issuance of a permit by the Department..."

Article 6701d-18, Special permits for unladen lift equipment exceeding weight and width limits, ¶1
"...the State Highway Department may, on application, issue annual permits..."

Article 6701d-19a, Weight of vehicles transporting solid waste, §1
"...shall first file with the State Department of Highways and Public Transportation a surety bond..."
Article 6701d-19b, Regulation of movement of unladen lift equipment motor vehicles, §2
"...the State Department of Highways and Public Transportation may...issue a permit for the
movement..."

Article 6701d-19b, Regulation of movement of unladen lift equipment motor vehicles, §5
"The issuance of a permit...by the Department..."
§153.002, Tax liability on leased vehicles, ¶(b)
"...the lessor may be issued a permit as an interstate trucker when an application and bond have
been properly filed with and approved by the comptroller."

§153.002, Tax liability on leased vehicles, ¶(d)
"A lessor...must file with his application for an interstate trucker permit one copy of the form-lease
or service contract..."

"...a photocopy of the permit to be carried in the cab compartment..."

"The photocopy of the permit must have typed or printed on the back the unit or motor number..."

§153.002, Carrier records, ¶(a)
"All common and contract carriers...shall keep for four years...a complete and separate record of
each intrastate and interstate transportation for fuel."

§153.004, Motor fuel transportation: required documents, ¶(a)
"...shall record the shipment of the cargo on a cargo manifest..."

§153.004, Motor fuel transportation: required documents, ¶(b)
"The cargo manifest shall be carried with the motor fuel..."

§153.004, Motor fuel transportation: required documents, ¶(d)
"...shall carry a copy of the supplier, distributor, or user permit, or proof of tax payment..."

§153.006, Cancellation or refund of permit, ¶(a)
"The comptroller may cancel or refuse to issue a motor fuel permit..."

§153.006, Cancellation or refund of permit, ¶(d)
"...the permit is canceled or the issuance or reissuance refused by the comptroller..."
§153.010, Authority to stop and examine, ¶1
"...the comptroller or a peace officer...may examine a permit or copy of a permit that may be required to carried..."

§153.011, Impoundment and seizure, ¶(a)
"...does not have a valid permit entitling that person to possess or transport tax-free motor fuel..."

"...holds a valid permit to possess or transport tax-free motor fuel..."

§153.011, Impoundment and seizure, ¶(b)
"If the owner or operator does not produce the required documentation or required permit..."

§153.013, Presumptions, ¶(a)
"A distributor, supplier, dealer, interstate trucker, or user who fails to keep a record, issue an invoice, or file a report required..."

"...any report filed by the distributor, supplier, dealer, interstate trucker, or user..."

Subchapter B, Gasoline Tax
§153.106, Permits: Application, ¶(a)
"A distributor, interstate trucker, or aviation dealer shall file an application with the comptroller for one of the nonassignable permits..."

§153.106, Permits: Application, ¶(b)
"The comptroller shall promulgate the application form..."

§153.107, Distributor’s permit, ¶1
"...distributor shall obtain a distributor’s permit..."

§153.109, Trip permits, ¶(a)
"The trip permit must be obtained prior to entry..."

§153.109, Trip permits, ¶(b)
"No more than five trip permits for each person may be issued during a calendar year."
§153.109. Trip permits. ¶(c)  
"A fee for each trip permit shall be collected from the applicant..."

§153.110. Aviation fuel dealer's permit, ¶1  
"...shall obtain an aviation fuel dealer's permit."

§153.113. Display of permit, ¶(a)  
"A copy of the permit must be kept...in each motor vehicle..."

§153.113, Display of permit, ¶(d)  
"...carry a photocopy with each motor vehicle..."

§153.116. Bonds and other security for taxes , ¶(b)  
"...the comptroller may require a distributor to post a surety bond..."

§153.117, Records, ¶(a)  
"A distributor shall keep a record showing the number of gallons of:"

§153.117, Records, ¶(b)  
"A dealer shall keep a record showing the number of gallons of:"

§153.117, Records, ¶(c)  
"An interstate trucker shall keep a record of:"

§153.117, Records, ¶(d)  
"An aviation dealer shall keep a record showing the number of gallons of:"

§153.118, Reports and payments, ¶(a)  
"...a distributor shall file all reports and supplements as required by the comptroller..."

"The report...shall be filed with the comptroller on a form provided or approved by the comptroller..."
"A distributor required to file a report...shall file with the comptroller..."

"The failure of a distributor to obtain forms from the comptroller..."

§153.118, Reports and payments, ¶(b)
"...an interstate trucker shall file a report and remit the amount of tax due."

"The report shall be...filed with the comptroller and must contain complete and detailed information as the comptroller may require on forms..."

"An interstate trucker...shall file with the comptroller the report..."

"The failure of an interstate trucker to obtain forms from the comptroller..."

§153.118, Reports and payments, ¶(c)
"An interstate trucker who maintains all fuel records in Texas...may be exempt from the quarterly reporting requirement under an annual affidavit..."

Subchapter C, Diesel Fuel Tax
§153.207, Permits: Application, ¶(a)
"A supplier, bonded user, interstate trucker, diesel tax prepaid user, or aviation fuel dealer shall file an application with the comptroller for one of the nonassignable permits..."

§153.207, Permits: Application, ¶(b)
"The comptroller shall promulgate the application form..."

§153.208, Supplier’s permit, ¶(a)
"A person performing the functions of a supplier shall obtain a supplier’s permit."

§153.212, Trip permits, ¶(b)
"The trip permit must be obtained before entry..."

§153.212, Trip permits, ¶(c)
"A fee for each trip permit shall be collected from the applicant..."
§153.216, Display of permit, ¶(a)
"A copy of the permit must be kept in each motor vehicle..."

§153.216, Display of permit, ¶(b)
"...carry a photocopy with each motor vehicle..."

§153.218, Bonds and other security for taxes, ¶(b)
"...the comptroller may require a supplier or a bonded uses to post a surety bond..."

§153.219, Records, ¶(a)
"A supplier shall keep a record showing the number of gallons of:"  

§153.219, Records, ¶(b)
"A dealer shall keep a record showing the number of gallons of:"  

§153.219, Records, ¶(c)
"A bonded user or other user...shall keep a record showing the number of gallons of:"  

§153.219, Records, ¶(d)
"An aviation dealer shall keep a record showing the number of gallons of:"  

§153.219, Records, ¶(f)
"An interstate trucker shall keep a record of:"  

§153.220, Invoices, ¶(b)
"An invoice must be carried in the vehicle..."

"A distribution log must be carried with the vehicle..."

§153.221, Reports and Payments, ¶(a)
"...a supplier shall file a report of diesel fuel transportation and such supplements as the comptroller may require..."

"A report must be filed with on a form provided by the comptroller..."
"...shall file with the comptroller the report..."

"The failure of a supplier to obtain forms from the comptroller..."

§153.221, Reports and Payments, ¶(b)
"...interstate trucker shall file a report and remit the amount of tax due..."

"The report shall be properly executed and filed with the comptroller..."
"...shall file with the comptroller the report..."

"The failure of a bonded user or interstate trucker to obtain forms from the comptroller..."

§153.221, Reports and Payments, ¶(d)
"A permitted interstate trucker who maintains all fuel records in Texas...may be exempted from quarterly report requirements under an annual affidavit..."

Subchapter D, Liquefied Gas Tax
§153.303, Permits; Application; Display, ¶(a)
"A dealer who sells taxable liquefied gas, interstate trucker, liquefied gas tax decal user, or a motor vehicle dealer's liquefied gas tax decal permittee shall file an application with the comptroller for the kind and class of a nonassignable permits..."

§153.303, Permits; Application; Display, ¶(b)
"An application for a permit must be filed on a form provided by the comptroller..."

§153.303, Permits; Application; Display, ¶(c)
"...carry a copy with each motor vehicle...

"The liquefied gas tax decal user shall affix the decal in the lower right-hand corner of the front windshield of the passenger side of the vehicle."

§153.304, Dealer's permits, ¶1
"...motor vehicle displaying a motor vehicle dealers liquefied gas tax decal."
§153.305, Liquefied gas tax decal permit, ¶(c)
"...liquefied gas tax decal...shall be required..."

§153.305, Liquefied gas tax decal permit, ¶(d)
"...may obtain a decal for each liquefied gas-powered motor vehicle.

§153.306, Interstate trucker's permit, ¶1
"...bearing a current liquefied gas tax decal...

"...liquefied gas tax decal permit required..."

§153.309, Records, ¶(a)
"A dealer shall keep...a record of:

§153.309, Records, ¶(b)
"An interstate trucker shall keep...a complete record of all liquefied gas sold or delivered for taxable purpose.

§153.310, Reports and Payments, ¶(a)
"...a permitted dealer...shall file a report and remit the amount of tax due.

"...shall file with the comptroller the report...

§153.310, Reports and Payments, ¶(b)
"Every permitted interstate trucker...shall file a report and remit the amount of tax due.

"A report shall be filed with the comptroller...

"An interstate trucker...shall file with the comptroller...

§153.311, Refunds; Transfer of Decals, ¶(a)
"If a motor vehicle bearing a liquefied gas tax decal is sold or transferred, the seller and purchaser shall promptly notify the comptroller of the sale or transfer and a new decal shall be issued..."
Vernon’s Texas Codes Annotated, Tax Code, Chapter 157, Interstate Motor Carrier Sales and Use Taxes

Subchapter C, Enforcement and Collection

§157.201, Permits, ¶(a)
"...be permitted by the comptroller..."

§157.203, Records, ¶(1)
"...are required to keep records and supporting documents including mileage records regarding the payment of motor carrier sales and use tax in such form as the comptroller may reasonably require."
APPENDIX B

STATE AGENCY OFFICE LOCATIONS


   Chapter 3, Traffic Law Enforcement, pp. 13-17;
   Chapter 11, Commercial Vehicles, pp. 48-51;
   Chapter 16, Commercial Driver License, pp. 79-94.

   Chapter 15, Division of Transportation Planning, pp. 63-65;
   Chapter 17, Division of Motor Vehicle Titles and Registration, pp. 65-85;
   Chapter 25, Division of Maintenance and Operations, pp. 108-147.

32. Railroad Commission of Texas. Various application forms:
   • Application for Agriculture Permit
   • Application for Commercial Vehicle Registration Certificate
   • Application for Motor Carriers of Property
   • Application for Single State Registration for Motor Carriers Operating under Authority Issued by the Interstate Commerce Commission
   • Application for Truckload Contract Carriers Permit
   • Interstate/Exempt Application
   • Uniform Application for Registration of Vehicle Exempt From Interstate Commerce Commission Regulation


35. Texas Comptroller of Public Accounts. Various applications forms:
   • Texas Application for Interstate Motor Carriers Sales and Use Tax Permit
   • Texas Application for Motor Fuels Tax Permit


41. Texas Department of Public Safety. Various application forms:
   • Application for Texas Driver's License
   • Certification of Employment
   • Certification of Physical Exemption
   • Exemption Certificate for Class A or B Non-Commercial Driver's License Driving Skills Test Certification and Evidence
   • Interstate Driver Certification
   • Intrastate Driver Certification
   • Supplement Application for Texas Driver License

42. Texas Department of Transportation. Various application forms:
   • Application for Texas Certificate of Title
   • International Registration Plan Application
   • Texas Self-Issue Application and Permit to Move Super Heavy or Oversize Equipment or Load over State Highways and/or Temporary Registration


   Articles 6701 1/2, 6701a, and 6701a-2 (Misc. overweight/oversize laws), p. 286-293;
   Article 6687-1 Certificate of Title Act, p. 404 - 471.
