Appendix B:
State Case Study

Evaluation Report

by

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February 1994

C The rescent Evaluation

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Forward

The Crescent Project element of the HELP Program is a bi-national multi-jurisdictional cooperative research and demonstration initiative involving the public and private sectors in an application of advanced technologies for the creation of an integrated heavy vehicle management system. This initiative is a leading example of the commercial vehicle operations- (CVO) aspect of the Intelligent Vehicle Highway Systems (IVHS) concept. Some of the advanced technologies demonstrated in this project include: (1) automatic vehicle identification (AVI); (2) weigh-in-motion (WIM); (3) automatic vehicle classification (AVC); and (4) data communications networks and systems integration.

The HELP program, initiated in the early 1980S, consisted of three phases which included assessing the feasibility of the concept, technical studies involving laboratory and field tests, and lastly, a demonstration phase. Perhaps the most significant activity of this project centered on the subject of institutional arrangements, associated with the integration of emerging technologies with current operational policies and practices, within both government and industry sectors.

The demonstration element of the program, referred to as the Crescent Demonstration Project, began in 1991 and involved six U.S. states and one Canadian province. This project was phased into full scale operation over a three year period.

This document is one of several cited below which comprise the evaluation of the Crescent Project The complete evaluation is reported in the following list of documents:

The Crescent Project: An Evaluation of an Element of the HELP Program: Executive Summary

Appendices:

A. On-Site Analysis of HELP Technologies and Operations Evaluation Report

B. State Case Study Evaluation Report

C. Motor Carrier Case Study Evaluation Report

D. Crescent Computer System Components Evaluation Report

E. Crescent Demonstration Office Evaluation Report

F. State Line Beacon Project User Case Studies

The Evaluation team consisted of the following groups:

WHM Transportation Engineering Consultants, Inc. (lead group)
Castle Rock Consultants
Western Highway Institute, ATA Foundation

In addition, the evaluation team was supported in this effort by:

Lockheed Information Management Systems
Booz-Allen & Hamilton Inc.

The team members wish to acknowledge the participation and support of the many individuals and organizations who provided guidance, assistance and encouragement during the evaluation process. While the team members are solely responsible for the content accuracy of these evaluation documents, the process would have been greatly impaired without the recognition of the importance of this effort by all who contributed and their desire to promote efficiency and productivity in future freight systems. To all we are greatly appreciative and indebted.

C. Michael Walton

Chairman, Evaluation Team

ACKNOWLEDGMENTS

The state case study process would not have been successful without the support received from the many individuals that we interacted with at different state agencies. We need to start by thanking Bob Bothman who made most of the initial presentations about the Crescent Program to the six states. In addition, we need to thank the key Crescent representatives from each state (usually CIG representatives) not only because they were helpful in providing information to us about their states, but more importantly, because they helped set up meetings with many contacts in other state CVO agencies. These representatives are John Gray and Robert Mares from New Mexico, Al Luedecke from Texas, Jim Borden and John Van Berkel from California, Harry Reed from Arizona, David Thompson from Washington, and Loyd Henion and Barbara Fraser from Oregon. There are many other state agency personnel who were also of assistance by filling out the questionnaires and taking time out from their busy duties in order to meet with us. Some of the more helpful agency representatives include Larry Kehoe from New Mexico, Bert Lundell from Texas, and Ken Evert from Oregon. Finally, we would like to especially thank Mark Hallenbeck from the Washington State Transportation Center who provided us with some excellent insight through his involvement on the Northwest Transparent Borders Project. Thank you all.

STATE CASE STUDY EVALUATION

PROCESS DESCRITION

The state case study evaluation approach provided insight into the integration of Crescent system applications from the institutional viewpoint. This study approach uniquely captured an understanding of the potential of such a system by documenting the experiences, issues, and opportunities of selected key state government personnel from a cross-section of involved agencies. These participants reflect the spectrum of governmental agencies with CVO related responsibilities.

The purpose of writing detailed state reports was to achieve a general understanding of the CVO responsibilities of the identified agencies and to which agencies CVO tasks are assigned. The understanding was gained by visiting the identified CVO responsible agencies in each state and identifying data elements, their sources, and their uses by the agency. The relationship among data sources and data users was also developed.

STATE REPORTS SUMMARY

The six reports contained in Appendix B are the detailed state agency CVO evaluation summaries for each of the six states involved in the Crescent Demonstration Program. Each state report contains a number of sections which are explained here. The Organizational Structure Section describes how the commercial vehicle regulatory agencies are organized within each state and the key activities performed by these agencies and their various departments. A CVO agency organizational chart is included in every summary.

The next section of the summary describes state agencies in terms of their CVO activities. The number of agencies ranges from two in Arizona to seven in California. A matrix of CVO functions versus state agency/departments is provided to better illustrate the activities performed.

The third section describes the processing involved in performing the key CVO functions. Some of these functions include Commercial Driver Licensing, Vehicle Licensing and Registration,

Operating Authority, Weight and Size Regulations, Safety Regulations, Transportation Planning, and Tax Collection. Depending on the state and the amount of information that was gathered, not all of these functions are listed for every state. A very important part of this section are the data maps that display the flow of information for a particular function with the key inputs listed under the types of application forms required. Another matrix is presented here displaying the common information required from the cariers/drivers by the state agencies.

The fourth section describes the weigh station activities that occur in the various states. This section differs widely from state to state, reflecting the difference in importance placed on weigh stations. With the exception of Texas and New Mexico, all of the states also have data maps illustrating the weigh station processing that occurs in their respective states.

The fifth section is contains a brief listing of the national CVO organizations with which each state is currently involved.

The sixth section is another fairly brief section that describes the data collection effort undertaken for each state. During the course of the evaluation, three different meetings were held between the consultant and the state agency representatives. It was unfortunate that, over time, the number of participating representatives decreased from the first meeting to the last meeting. The changing of personnel at the agencies during this time period also affected our surveys in terms of having to familiarize the same agency more than once with the HELP/Crescent project

The seventh and final section of each of the state reports is a very critical section. This section describes the various concerns and benefits expressed by representatives from each state. Both general perceptions of all the state agencies as a whole as well as specific perceptions of the different agencies are noted. As the reader will observe by scanning through the various reports in Appendix B, many of the concerns and benefits are identical across various agencies. However, there are noteworthy differences as well. As part of our analysis of the issues and opportunities raised by the states, a six page chart is attached at the end of each report showing state representative ratings for specific statements that were provided to them in the form of a

questionnaire. The documentation of these issues, opportunities, and impediments may be of immediate benefit to other IVHS CVO projects underway in this and other countries.

FUNCTIONAL ASSESSMENT REPORT

Finally, this report contains one more summary in addition to the six individual state reports. This is a functional agency assessment summary which is a compilation of the perceived concerns and benefits listed by function rather than by state agency.

WASHINGTON STATE AGENCY CVO EVALUATION SUMMARY

ORGANIZATIONAL STRUCTURE

The commercial vehicle regulatory functions in Washington, as shown in Figure 1, are divided into five regulatory agencies, three of which are led by commissions appointed by the Governor, and the other two by directors who are also appointed by the Governor. One of these agencies -- Traffic Safety Commission -- primarily deals with formulating safety legislation for all vehicular traffic, including commercial vehicles, and therefore it is not directly involved with the daily commercial vehicle operations that occur in the state of Washington. Hence, it will not be discussed in any more detail.

The other two agencies on the organizational chart that are headed by Governor-appointed commissioners include the State Transportation and the Utilities and Transportation Commissions. The latter commission is led by a three-person executive board and the State Transportation Commission has seven commissioners. The State Transportation Commission directs the operations of the Washington State Department of Transportation (WSDOT). This department has two key offices that deal with various aspects of commercial vehicle operations. The Permit Office within the Highway Maintenance Section issues most of the overlegal, additional tonnage, and log tolerance permits in the state. The Transportation Data Office is responsible for all truck accident, weight, and classification data that is required by various federal regulations and that is sought by other agencies within Washington.

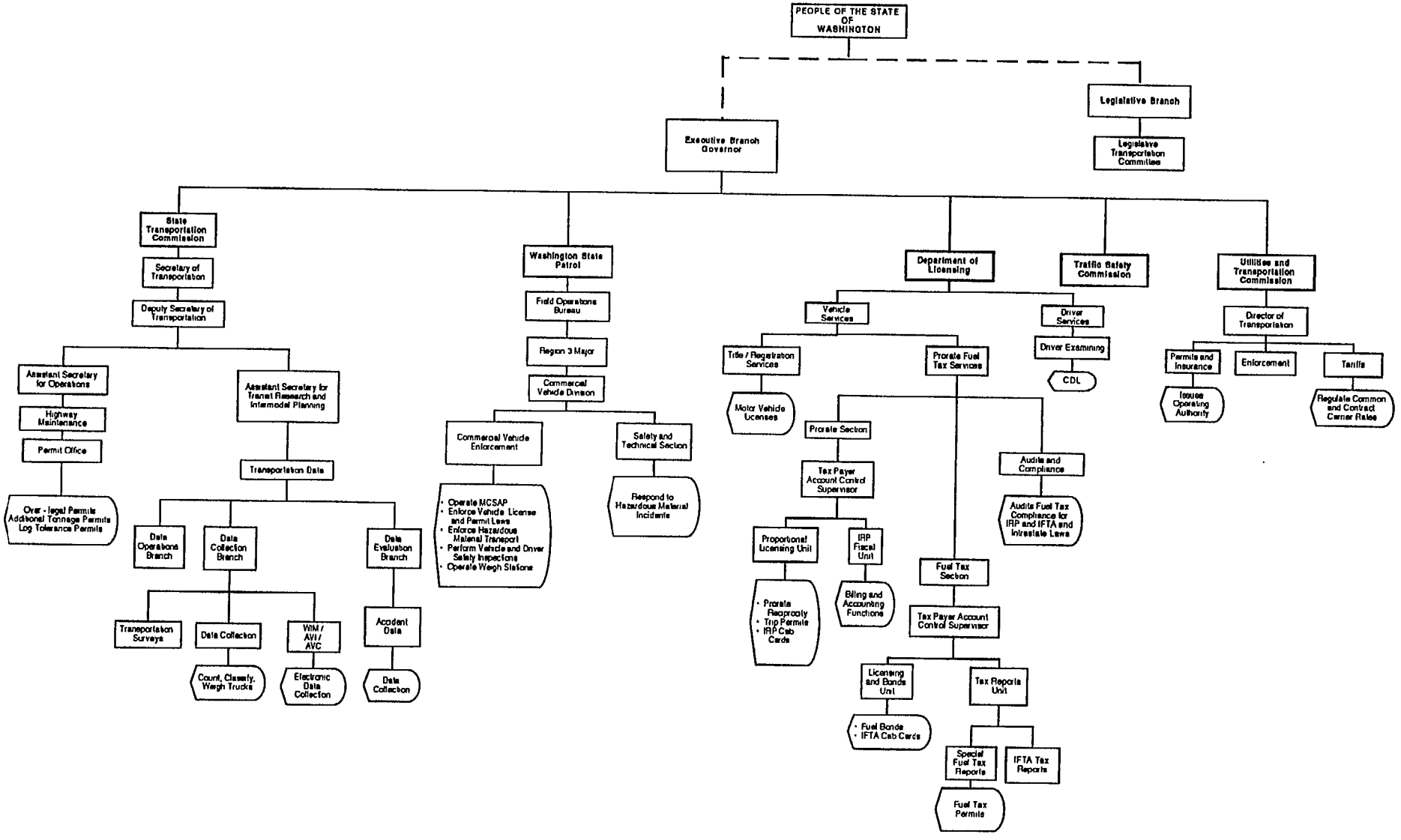
The Transportation Division under the Washington Utilities and Transportation Commission (WUTC) issues operating authority to intrastate carriers and registers interstate carriers who are either authorized as ICC carriers or as ICC-exempt carriers. In addition, this division regulates the rates charged by common and contract carriers.

Another key agency is the Washington State Patrol (WSP). This agency's Commercial Vehicle Division enforces the transportation of hazardous material, performs vehicle and driver safety inspections, and enforces vehicle license and permit laws. It also responds quickly to any hazardous material incidents that occur in the state and it operates all of the weigh stations in Washington.

The last agency is also the one with the most responsibility. The Department of Licensing (DOL) is divided into the Driver Services and Vehicle Services Divisions. The Driver Services Division issues commercial driver licenses. The Vehicle Services Division is further divided into the Title/Registration Services and Prorate Fuel Tax Services Sections. The first section issues licenses for intrastate commercial vehicles. The second section handles prorate reciprocity, auditing of all fuel tax laws and billing and accounting functions related to the

WASHINGTON CVO ORGANIZATION

Figure 1.



collection of fuel taxes. In addition, it also issues fuel bonds, fuel tax permits, IFTA cab cards, IRP cab cards, and trip permits.

DESCRIPTION OF STATE AGENCIES

The following section describes the key Washington agencies that have some CVO responsibilities. This section also includes a description of some of the information links associated with these agencies. Please review Figures 2 through 8 for a schematic representation of these links. Exhibit 1 has also been provided to illustrate which CVO functions are performed by which state agencies.

Washington State Department of Transportation,

As mentioned earlier, WSDOT counts, classifies and weighs trucks for general traffic data collection purposes. WSDOT also issues permits for oversize/overweight vehicles through its Permit Office.

WSDOT does not have extensive links with many of the other regulatory agencies in Washington. It receives oversize/overweight permit violation and accident information from the WSP as well as permit payment violations from the DOL. It also provides the Federal Highway Administration and the WSP with truck weight data, vehicle volume, and classification data.

Department of Licensing.

The Department of Licensing issues CDL licenses and instruction permits; titles and licenses interstate commercial fleets; issues trip permits to carriers; performs vehicle licensing under the IRP; handles fuel tax licensing under IFTA as well as intrastate fuel tax licensing; and enforces and administers the fuel tax laws of the state. This department also issues special fuel permits, fuel bonds, and runs the prorate and reciprocity tax programs in the state of Washington.

The DOL Driver Services Division communicates via database with both the WSP and the WUTC. Both of these other agencies receive driver license information. The Vehicle Services Division also interacts with the WSP. The link consists of both vehicle license information, and a listing of non-compliance carriers including those who have had their lRP status canceled. The Prorate and Fuel Tax Services Section provides vehicle licensing and registration information to other IRP jurisdictions on a regular basis. This section also has some interaction with other IFTA states since it provides them with lists of carriers who have had their IFTA status canceled or revoked by the State of Washington.

Washinton Utilities and Transportation Commission.

The Transportation Division of WUTC performs economic and safety regulation of common and contract carriers operating within Washington. This division regulates these carriers to ensure that they provide adequate, safe service at rates that are non-discriminatory,

Exhibit 1

		CVO FUNCTIONS															
		IRP Registration	Vehicle Registration	OS/OW Permitting	Truck Data Collection	CDL Issuance	Fuel Tax Administration	Issue Operating Authority	CVO Enforcement	IFTA Tax Administration	Regulation of Carrier Rates	Weigh Station/POE Operations	Vehicle Safety Inspection	HazMat Permitting	Infectious Waste Permitting	Hazardous Waste Registration
Washington State Department of Transportation																
	Transit, Research and Intermodal Planning Division				•											
	Operations Division/Highway Maintenance/Permit Office			•												
Washington State Patrol																
	Field Operations Bureau/Commercial Vehicle Enforcement								•			•	•	•		
Department of Licensing	Vehicle Services/Title & Registration Services		•													
	Vehicle Services/Prorate Fuel Tax Services/Prorate Section	•	•													
	Vehicle Services/Prorate Fuel Tax Services/Fuel & Tax						•			•						
	Driver Services					•										
Washington Utilities and Transportation Commission																
	Transportation Division/Permits and Insurance							•								
	Transportation Division/Tariffs										•					

fair, just and reasonable. Interstate for-hire, ICC, and ICC-exempt carriers are also regulated. Basic regulatory tasks include granting operating authority; approving rates and publishing tariffs; conducting safety inspections in truck terminals; and enforcing insurance standards of regulated carriers.

The WUTC interacts frequently with the WSP. The two agencies exchange safety and violation information, CVSA inspection reports, a list of operating authorities in Washington, a current list of issued permits, and hazardous material violations. Most of the exchange is through a linked database, although mail is used on occasion. The WUTC also provides information about new intrastate carrier applicants to existing intrastate carriers before an authority hearing is held.

The WUTC is also connected with two federal associations which provide the agency with relevant carrier inspection and audit information. These federal organizations are Safetynet and the Office of Motor Carrier Safety.

Washington State Patrol.

The WSP operates portable and stationary weigh scales; performs vehicle and driver safety inspections; and enforces vehicle license and permit laws.

As mentioned earlier, the WSP has a lot of interaction with the WUTC. Much of this interaction is conducted through the exchange of citation and accident information involving commercial vehicles. The WSP also provides moving violation and CDL violation information to the Washington Courts which handle the processing of driver or carrier fines and warrants. In addition, WSP interacts frequently with both the Vehicle Services and the Driver Services Divisions of DOL. WSP is the designated Safetynet agency in Washington and it provides inspection information to this national database. Safety and violation information are also provided to the Federal Highway Administration. Finally, the WSP occasionally exchanges transportation planning data with both WUTC and WSDOT.

STATE AGENCY CVO FUNCTIONS

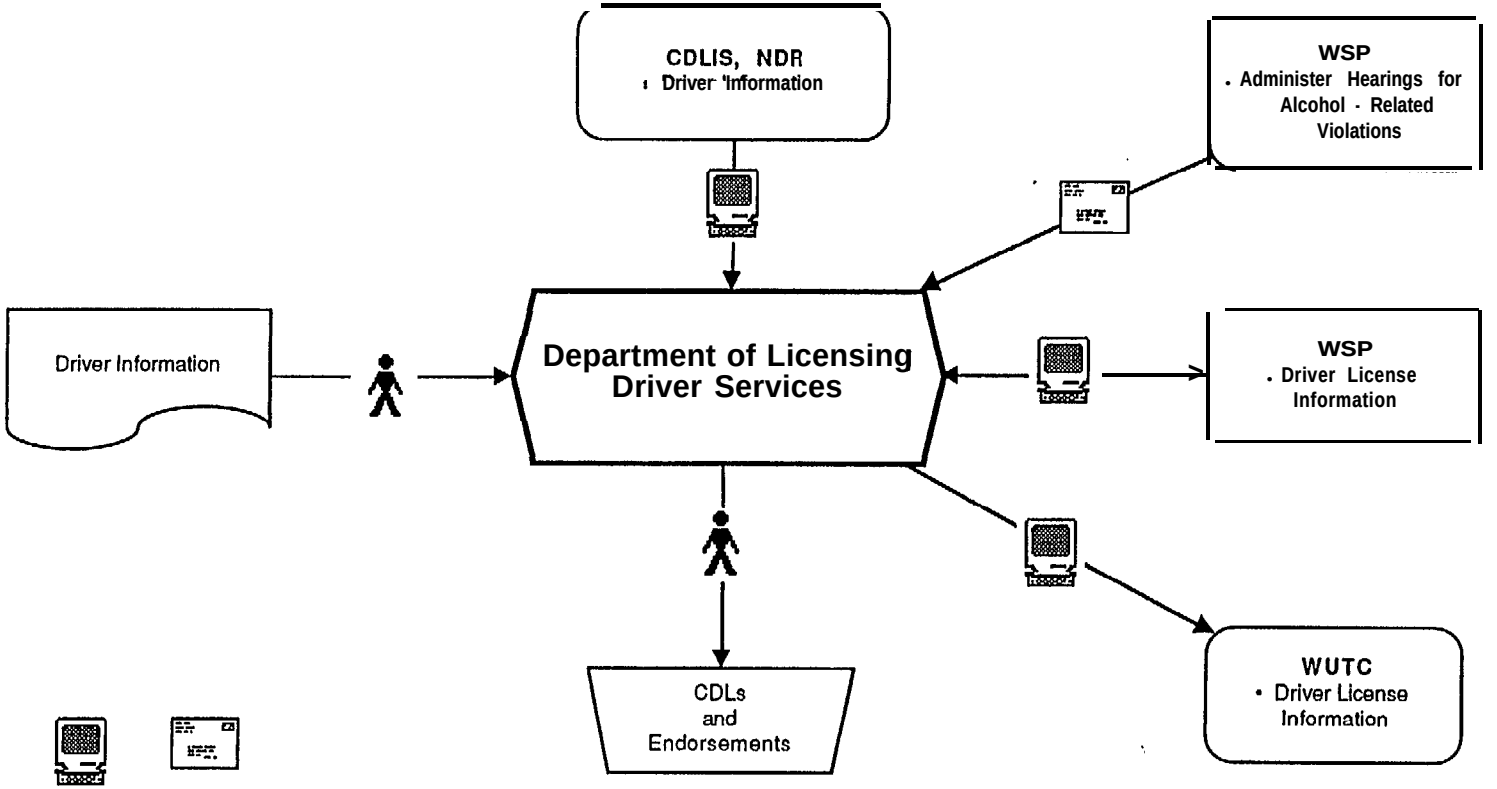
The following section of the report describes some of the commercial vehicle functions performed in Washington. Please consult Figures 2 through 8 for a schematic representation of these commercial vehicle functions. Exhibit 2 has been provided at the end of this section to indicate the common elements of information that are collected by the various state agencies during their commercial vehicle operations tasks.

Commercial Driver Licensing - CDL (Figure 2).

The Department of Licensing Driver Services Division is responsible for issuing, monitoring, and maintaining records for commercial driver licenses and the various types of

Commercial Driver Licensing

Figure 2.



NOTES:

Driver Information:
Drivlng test
wrnten test(s)
Application for Commercial Driver's License
- Driver name, address
- Driver license class requested
-Type of endorsement requested
- Date of birth
- Driver social security #
- Helght, weight, sex of driver
- Eye color
- Any previous names used
- Present and past driver license #s and states in which issued

Physical Examination Attachment
- Driver name, address, telephone #
- Social Security #
- Driver license #
- Date of birth, age
- Height, weight
- Health history
- Vision test
- Hearlng test
- Throat, thorax, abdomen, genito-urinary conditions
- Reflexes
- Urine laboratory test
- Health care professional's name and title
- Health care professlonal's license # and state of ksuance
- Health care professlonal's address
- Date of examination

WSDOL issues six types of endorsements along with the three CDl classes:
(1) Double or triple trailer combination
(2) Passenger, vehicle carrying more than 16 persons
(3) Liquid/liquefied gas tank vehicle
(4) Hazardous material placarded vehicle
(5) Vehicles with no alr brakes only
(6) Hazardous liquid/gas tank vehicle

Note: The following groups of drivers do not need CDLs.
- Fire lighters
- Law enforcement Officers
- Farm vehicle operators
- Recreation vehicle operators

license endorsements. If the driver is upgrading or transferring the CDL from another state, the CDLIS and NDR national databases are checked to ensure that the driver possesses only one license, the license has not been suspended, revoked or canceled, and the driver has not been disqualified.

Washington has one of the more stringent physical examination requirements for commercial vehicle drivers. Not only are the typical vision and hearing tests performed, but the driver must also pass a urine laboratory test, a physical and mental reflexes test, and have his throat, thorax, and abdomen examined.

Vehicle Licensing and Registration (Figure 3).

The Department of Licensing Prorate and Fuel Tax Section handles all of the interstate commercial vehicle licensing and registration requirements in the state. This section operates the IRP in Washington and issues apportioned license plates and cab cards to vehicles which weigh more than 26,000 pounds or which have three or more axles. No for-hire vehicles may operate in Washington without valid identification cab cards. The Section also issues temporary authority letters and temporary vehicle trip permits. These permits consist of single trip regulatory fee cards which are valid for 72 hours.

Operating Authority (Figure 4).

The Washington Utilities and Transportation Commission has primary responsibility for issuing operating authorities in the state of Washington. There are three different types of carriers that regularly deal with the WTC. Intrastate carriers apply for and obtain operating authority. ICC-exempt interstate carriers receive operating authority permits, and interstate ICC carriers are registered by WUTC and receive a registration number.

In addition, all for-hire carriers engaged in interstate or foreign commerce must register their ICC authority or purchase a single trip permit. All of the common, contract and registered interstate carriers must also place cab cards on each one of their vehicles. The State of Washington offers five different types of cab cards that can be issued to the carrier. Each cab card has certain requirements that need to be met in order for the carrier to receive them.

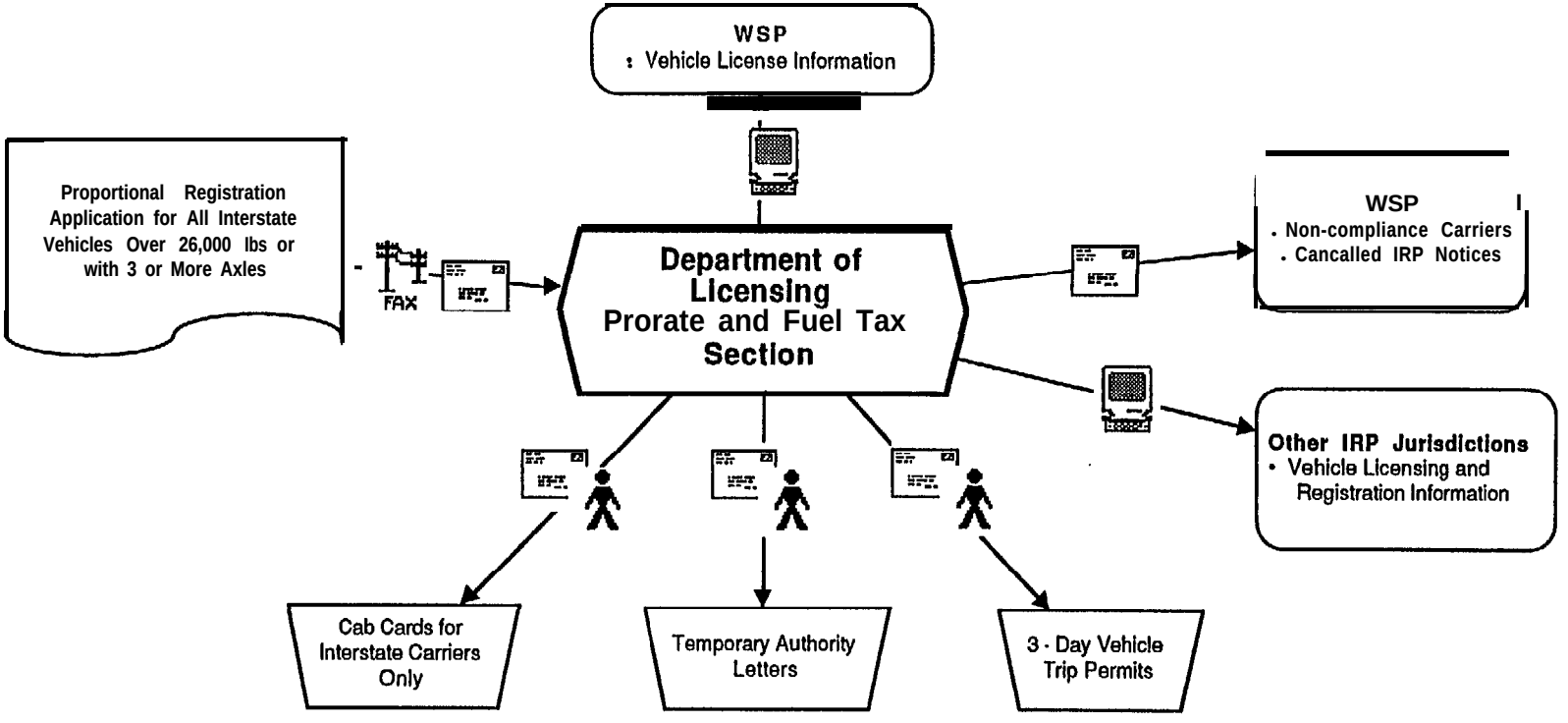
A recent bill passed by the Washington legislature has given the WUTC authority to conduct terminal safety inspections of both the equipment and driver records of private carriers. The authority is limited to vehicles that weigh 26,0001 pounds or more. Private carriers are now registered and regulated by the WUTC with the passage of this new bill.

Weight and Size Regulation (Figure 5).

The WSDOT Permit Office issues most of the oversize/overweight permits in the state of Washington. These permits can be sent to the carriers or owner/operators by mail or faxed, as well as provided in person at any of the field offices or ports of entry. The Washington

Vehicle Licensing and Reaistration

Figure .



LEGEND:

FAX In Person Mail Database Access

NOTES: Proportional Registration Application

- Name of firm/person prorating
- Base jurisdiction address
- Mailing address
- Name of contact person
- Phone#,Fax#
- Washington fuel license #
- Vehicle typs
- Type of operation

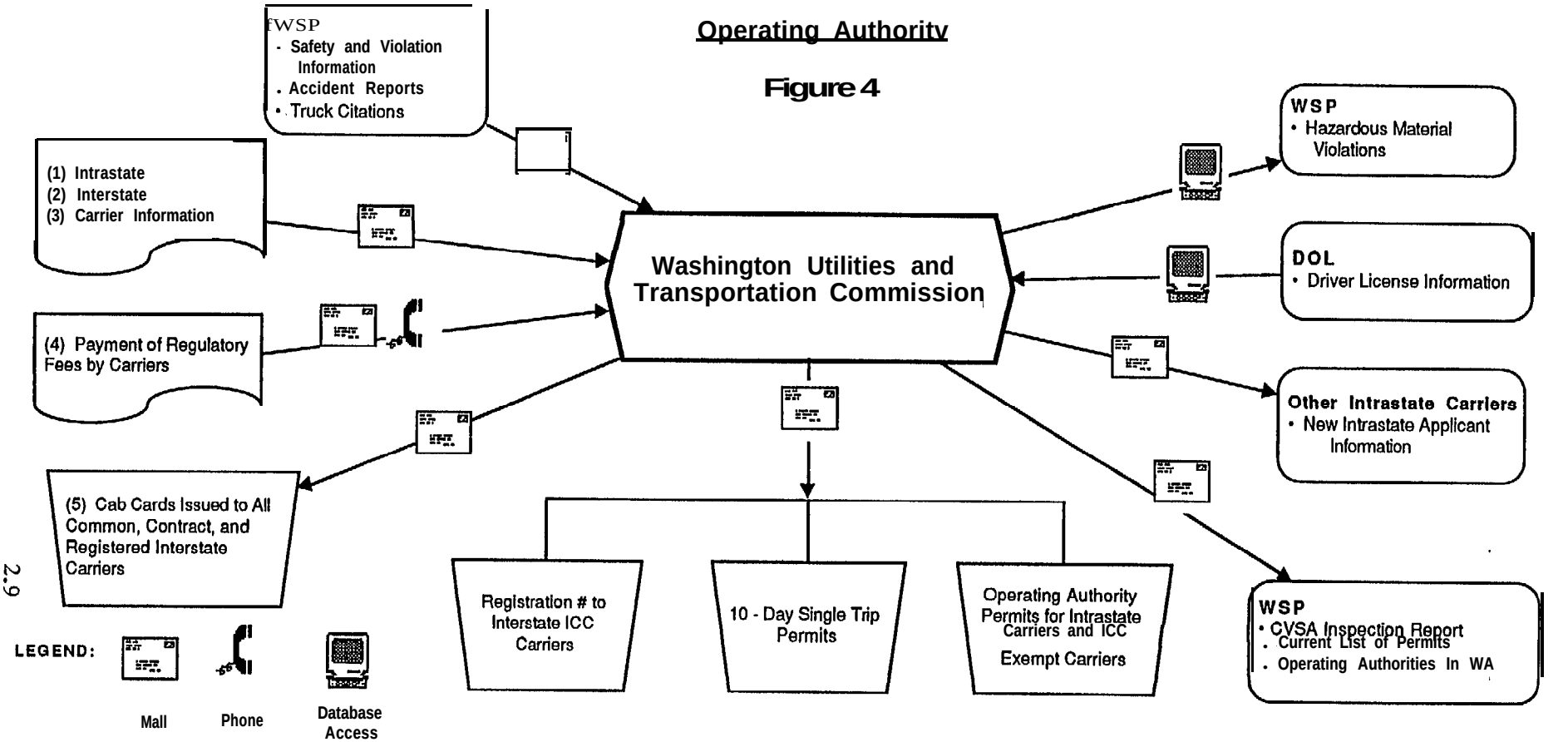
Maximum gross weights to be transported in each IRP jurisdiction

- Vehicle Information
  - Owner equipment #, VIN
  - Year, Make, Type of vehicle, # of axles
  - Fuel type
  - Unladen weight Gross weight
  - Purchase price of vehicle, Factory price
  - Purvhase/Lease date
  - Name of vehicle owner/lessor
  - Horsepower
  - License plate # (old)
- Actual and/or estimated fleet mileage In every IRP jurlsdlctlon

Note: WA-based Interstate carriers must submlt a copy of the Bill of Sale for each reglstered vehicle. All carriers operating vehicles that weigh more than 55,000 lbs need to submit proof of payment of the Federal Heavy Vehicle Use Tax before the vehicles can be reglstered.

Operating Authority

Figure 4



NOTES:

(1) Application for operating authority permit:
- Shipper support statements Indicating the need for the authority
- Copy of contract, if contract carrier
- Type of application (common or contract)
- Carrier name, address, phone #
- Company ownership type
- Names and percent Interest of each partner OR major stockholders and their stock distribution.
- Attorney's name, address, phone # if carrier is represented by an attorney
- Indication of whether C.O.D. shipments will be handled.
- Description of each commodity to be transported and territory where the transport will take place.
- Indiction whether carrier normally takes action against drivers involved In preventable accidnts
- Indication of whether carrier has been cited within the last three years by WUTC for violations of its rules or laws
- Ananclal statement
- Equipment statement
  - Year and make of tractor or trailer
  - Vehicle description
  - Gross licensed weight

(2) Uniform Application For Registration of Operating Authority Issued by ICC
- Carrier name, address, phone #
- ICC operating authority #
- If corporation, state In which incorporated
- Name of president and secretary
- if partnership, names and addresses of partners

Note: ICC authorized carriers must provide a copy of ICC authority Intrastate and Interstate and ICC exempt carriers must provide Proof of Insurance (Form E)

(3) Application For Registration of Interstate Motor Carrier Operations Exempt From ICC Regulations
- Carrier name, address, phone #
- Incorporation, state In which incorporated
- Indicate whether registering under the agricuttural cooperative exemption

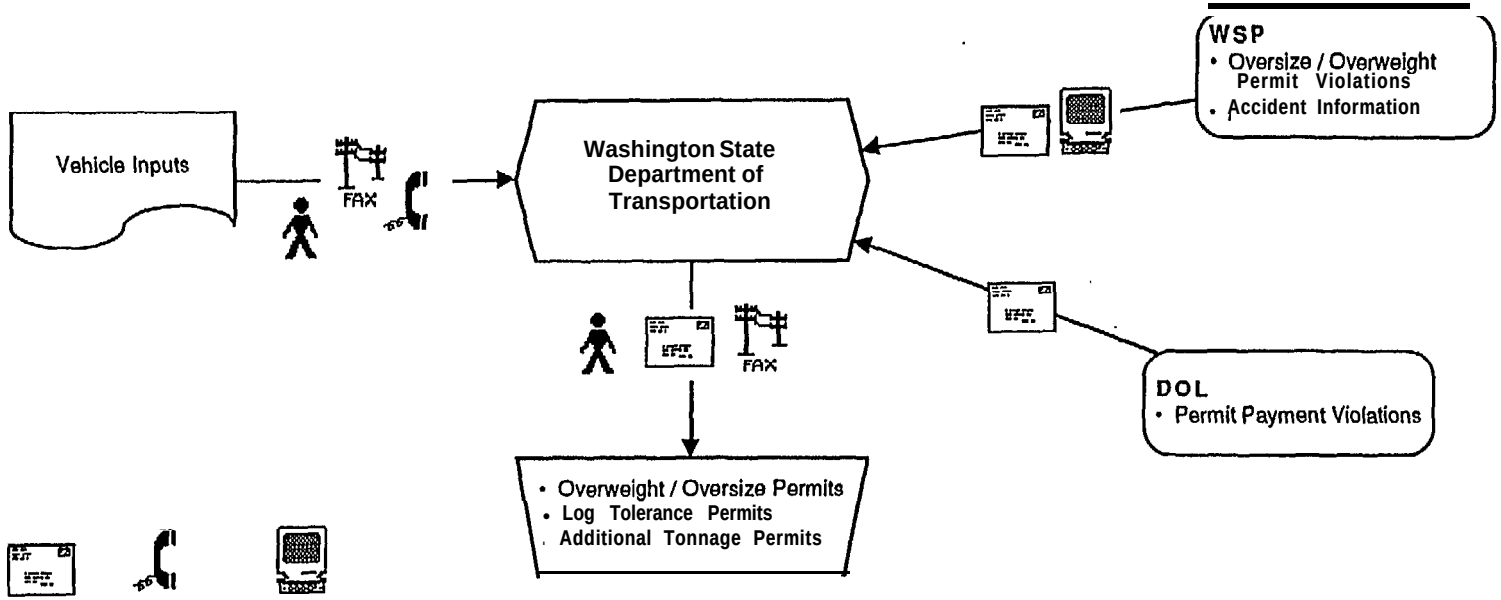
(4) Regulatory and Stamp Fee Application
- WUTC registration permit #
- Carder name and address
- Type and number of cab cards requested
- Gross licensed weight for each cab card
- Telephone #

(5) Types of cab cards Issued:
- Floater card
- Identification stamp
- Single trip regulatory fee card (interstate only)
- Interstate driveaway
- Intrastate Driveaway

Note: Intrastate operating aulhorily exemptions include U. S, mall trucks, state and local government vehicles, tow trucks, and farm vehicles.

Weight and Size Regulations

Figure 5.



LEGEND:

FAX | In Parson | Mail | Phone | Database Access

NOTES:

Vehicle Inputs

- Equlpmenl weight and axle spacing report
  - Vehicle owner, address, phone #
  - Type of vehicle
  - #of tires on each axle and tire size
  - all axle spacings
  - maximum allowable axle weights
  - Gross weight limit
  - # of boom sections

Trucking Association, a private non-profit organization, may also provide overweight/oversize permits by fax.

WSDOT may also issue additional tonnage permits which allows licensed vehicles to exceed their maximum legal weight on an annual basis. Loads in excess of 200,000 pounds, however, need to have their application for movement submitted at least 30 days prior to the movement. Log tolerance permits are another type of specialty permits that can be purchased on a yearly basis and also allow for some extra weight over the legal limit.

The oversize/overweight, additional tonnage, and log tolerance permits are all state permits which means that they are valid only on the state highway system. If a hauler of oversize or overweight loads needs to use county or city streets, approval from the county or city maintaining those roadways must be obtained.

The states of Idaho, Oregon, and Washington have recently entered into an agreement which authorizes the issuance of regional oversize/overweight permits (RAPP). One of the member states may issue an oversize/ overweight permit which authorizes travel for all member states. A regional permit may be issued by the entry, origin, or destination state.

Finally, an additional constraint is placed on the movement of mobile homes. Before a previously occupied mobile home can be moved, the county treasurer must certify that all property taxes have been paid to that county. Only then can a move permit be issued.

Safety Regulations (Figure 6).

The Washington State Patrol is the primary agency charged with enforcing commercial vehicle safety regulations in Washington. The key outputs produced by the WSP are driver and vehicle inspection reports. Most of the other information that WSP collects is sent either by mail or via linked database to WUTC, WSDOT, DOL, Safetynet, or FHWA.

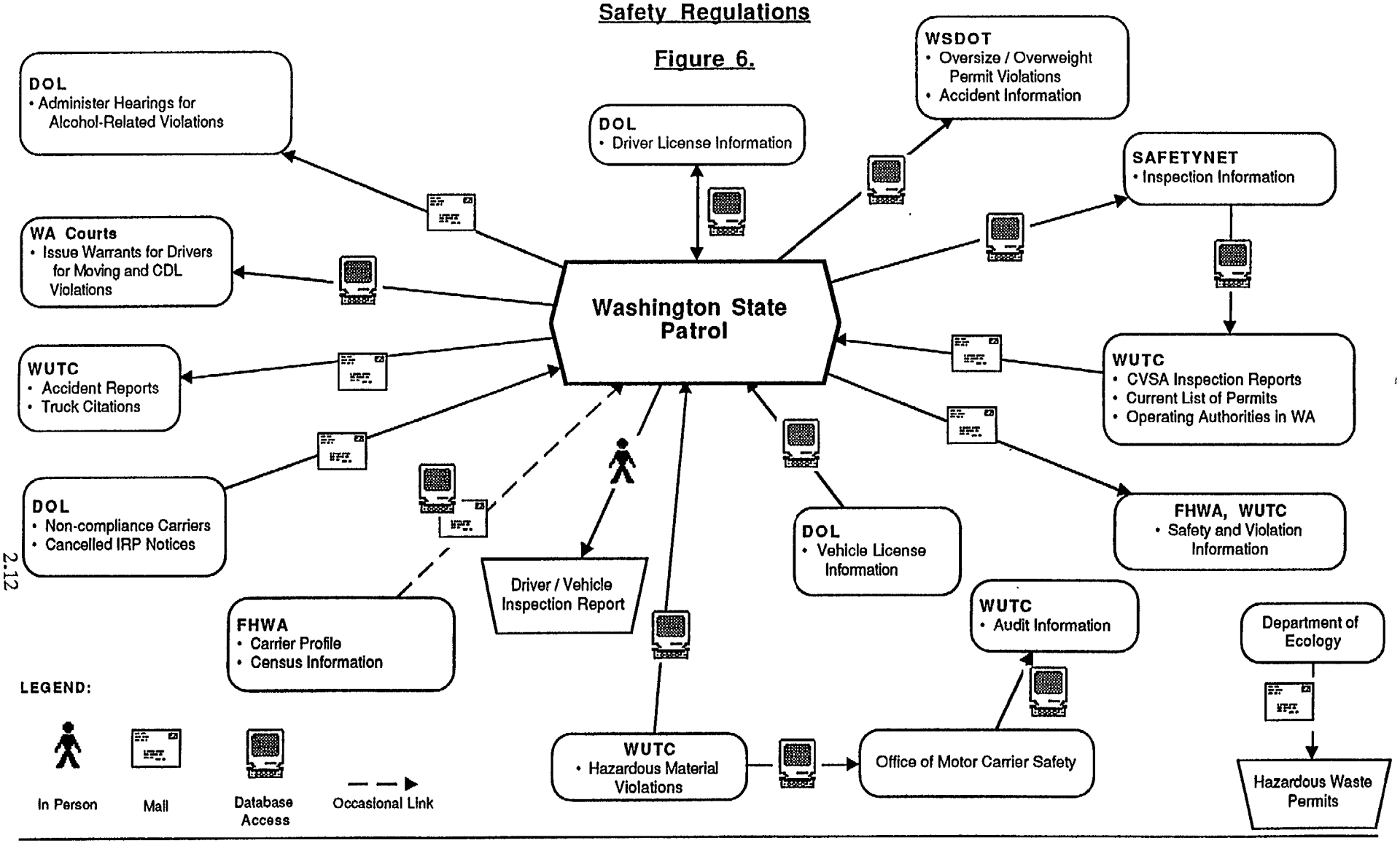
Finally, it should be noted that the Department of Ecology in Washington has the responsibility of issuing Hazardous Waste Permits for vehicles carrying such waste. This department is not shown on the CVO organizational chart since it issues only a few permits annually and thus does not play a key role in commercial vehicle operations.

Transportation Planning (Figure 7).

Transportation planning is divided fairly equally among WSDOT, WSP and WUTC. Each of these agencies collects some form of commercial vehicle data and provides it to the other agencies. WUTC primarily focuses upon financial data such as annual reports from carriers while WSP collects truck weight data at the weigh stations. WSDOT is the agency responsible

Safety Regulations

Figure 6.



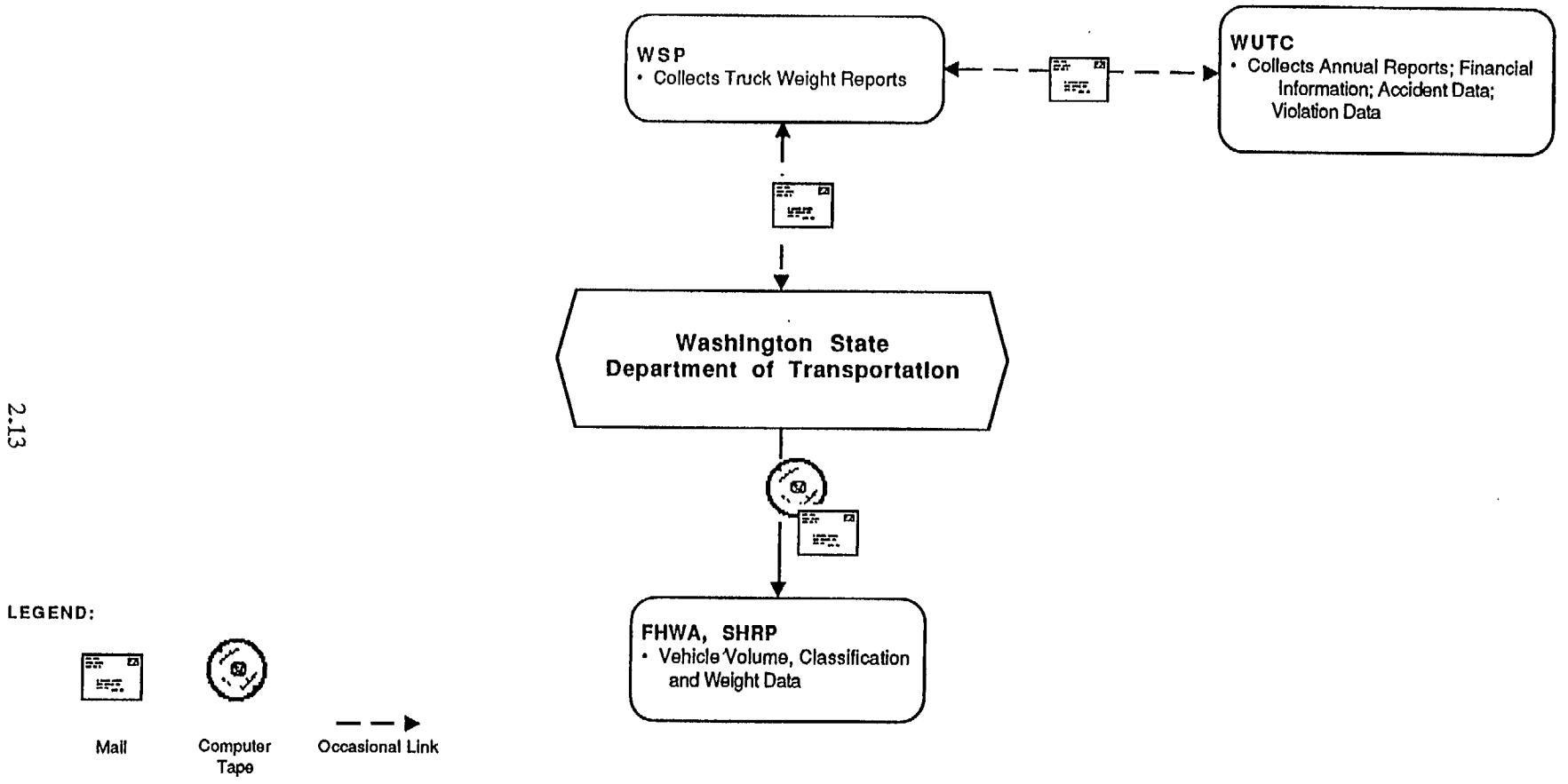
NOTES:

Driver/Vehicle Inspection Report:

- Date, time and location of inspection
- Carrier name and address
- D.O.T. #
- ICC #
- Shipper name, shipping #
- Commodity
- Type of carrier
- Vehicle mileage
- Driver name
- Driver license #
- State and expiration date of CDL
- Date of birth
- Registered vehicle owner name and address
- Gross vehicle weight
- Vehicle license #
- State
- Year/make
- Type of vehicle
- List of any violations

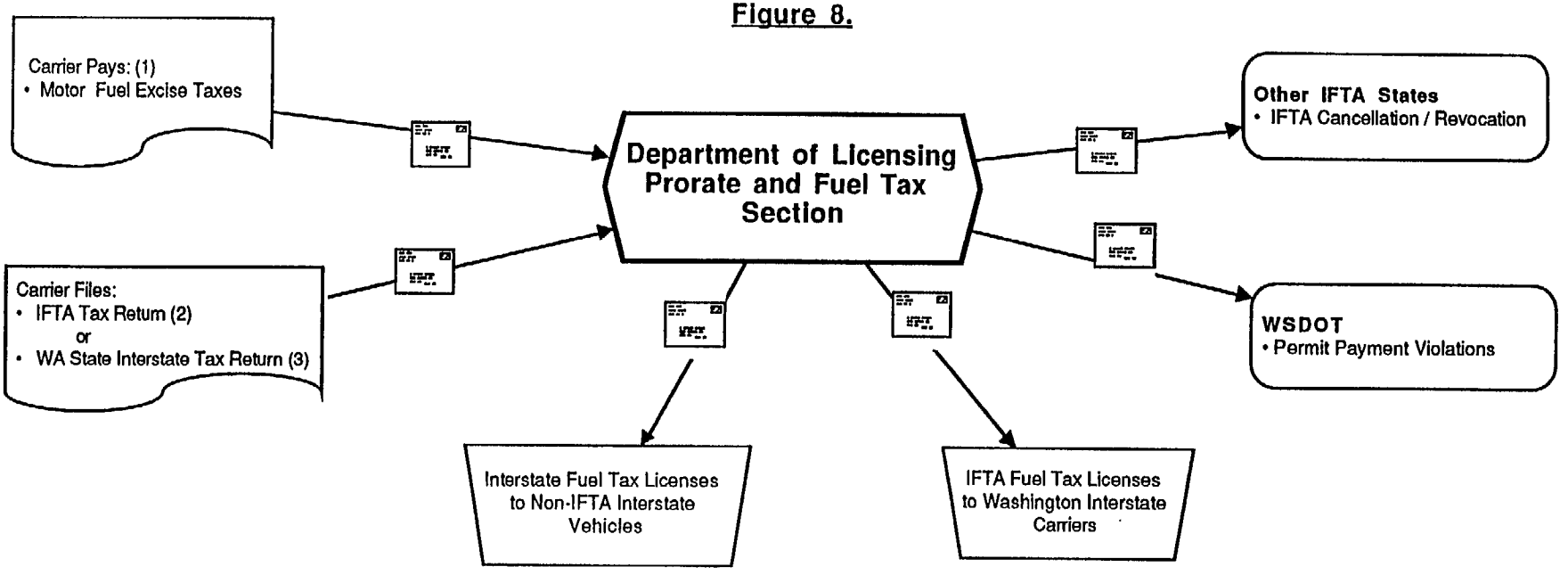
Transportation Planning

Figure 7.



Tax Collection

Figure 8.



LEGEND: Mail

NOTES:

(1) Fuel Tax License Application:
- Type of license needed
- Type of application
- Carrier name, address, phone #
- Contact person, phone #
- Business type
- Names of partners/corporate officers
- Unified business ID
- Federal ID or social security #
- IRP account #
- Name and address of bank
- # of licensed highway vehicles that carrier will be operating in WA
- States in which these vehicles are base plated
- Estimated gallons of diesel to be used on WA public roads annually
- Method of fuel purchases in WA
- Jurisdictions that carrier will operate in
- Estimated gallons of diesel to be used off-road in WA annually
- Type of off-road diesel usage.

(2) International Fuel Tax Agreement Tax Return:
- Account/license #
- Carrier name and address
- Reporting period
- Fuel type
- Total miles traveled in all jurisdictions
- Total fuel consumed in all jurisdictions
- Fuel tax computation for each IFTA jurisdiction

(3) Washington State Interstate Fuel Tax Return:
- Account/license #
- Carrier nam
- Reporting period
- Total miles traveled and total fuel consumed in all jurisdictions
- Tax computation for WA state

Exhibit 2

	STATE AGENCIES			
	WUC	DOL	WSP	WSDOT
Carrier address	•	•	•	
Carrier name	•	•	•	
Carrier phone number	•	•		
Driver's date of birth		•	•	
Driver's name		•	•	
Gross licensed weight	•	•	•	
ICC operating authority number	•		•	
If partnership, addresses of partners	•	•		
If partnership, names of partners	•	•		
Make of tractor of trailer	•	•	•	
Name of president and secretary	•	•		
Name of vehicle owner/lessor		•	•	•
Present and past driver license #'s and states issued		•	•	
Registered vehicle owner's address		•	•	•
Vehicle type		•	•	•
Year of tractor or trailer	•	•	•	

Tax Collection (Figure 8).

The DOL Prorate and Fuel Tax Services Section is responsible for issuing the interstate fuel tax license cards and IFTA fuel tax licenses. The IFTA licenses are provided to all interstate carriers who are based in Washington while the interstate licenses are provided to interstate carriers who are traveling in Washington and which are based in non-IFTA states.

WEIGH STATION ACTIVITY

Another aspect of commercial vehicle operations that exists in Washington is the activities that occur at weigh stations and at ports of entry. These activities are diagramrned in Figures 9 and 10. The first-diagram indicates the actions of the Washington Utilities and Transportation Commission's Transportation Division at these sites. Driver and vehicle information, such as carrier license number and driver's logbook, are collected before any of the listed tasks are performed. Private carriers and all government vehicles are exempt from the WUTC regulations at the weigh stations and the ports of entry.

The WUTC issues cab cards, trip permits, CVSA decals and correction notices to inspected drivers and vehicles. 'The WUTC may also issue warning or arrest citations to drivers who are violating State of Washington laws.

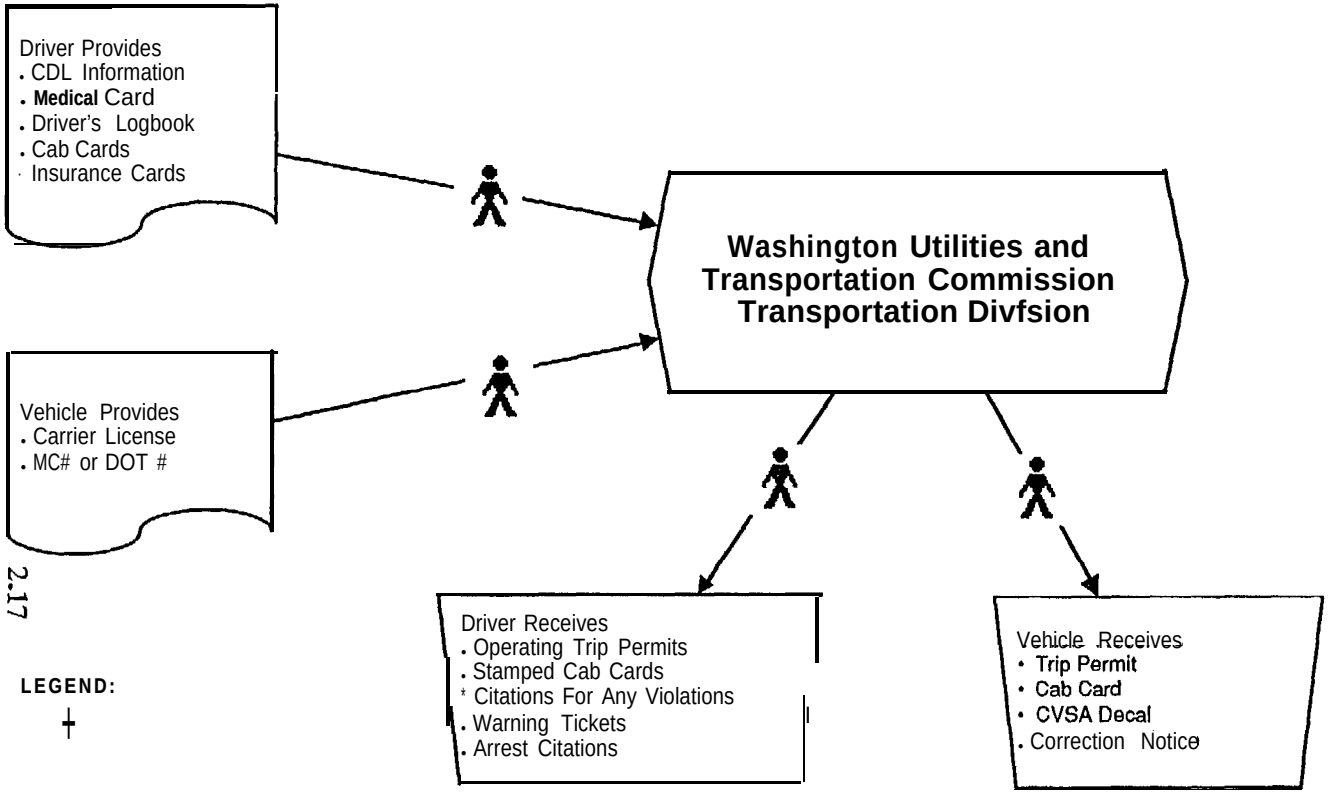
The WUTC is joined at the weigh stations and the ports of entry by the Washington State Patrol's Commercial Vehicle Division. This division is diagrammed in Figure 10. As this figure indicates, the WSP has a much greater role at the sites and entry points than does the WUTC. More information is requested from the driver and the vehicle, and occasionally, information is requested from the carrier over the telephone.

In addition, the WSP interacts with the DOL, WSDOT, WUTC, and commercial vehicle regulatory agencies in other states and countries. License information, permit information, and driver information are common types of data exchanged. Mail, telephone, and database links are all utilized in these exchanges.

The WSP performs a much more rigorous vehicle and driver inspection than does the WUTC. Fewer vehicles are exempt from this inspection as well. Vehicles for inspection are either selected at random or are vehicles that are not displaying a current CVSA decal. The agency also uses both stationary and portable weigh scales. All trucks are subject to weighing when these scales are open. Because WSP is an enforcement agency, it can take enforcement action on more than a dozen different types of violations during a routine truck weighing and inspection. These are listed on Figure 10.

Weigh Station Activity

Figure 9.



Special Notes:

Government vehicles and private carriers are exempt from all weigh station activities conducted by the WUTC.

Tasks Performed:

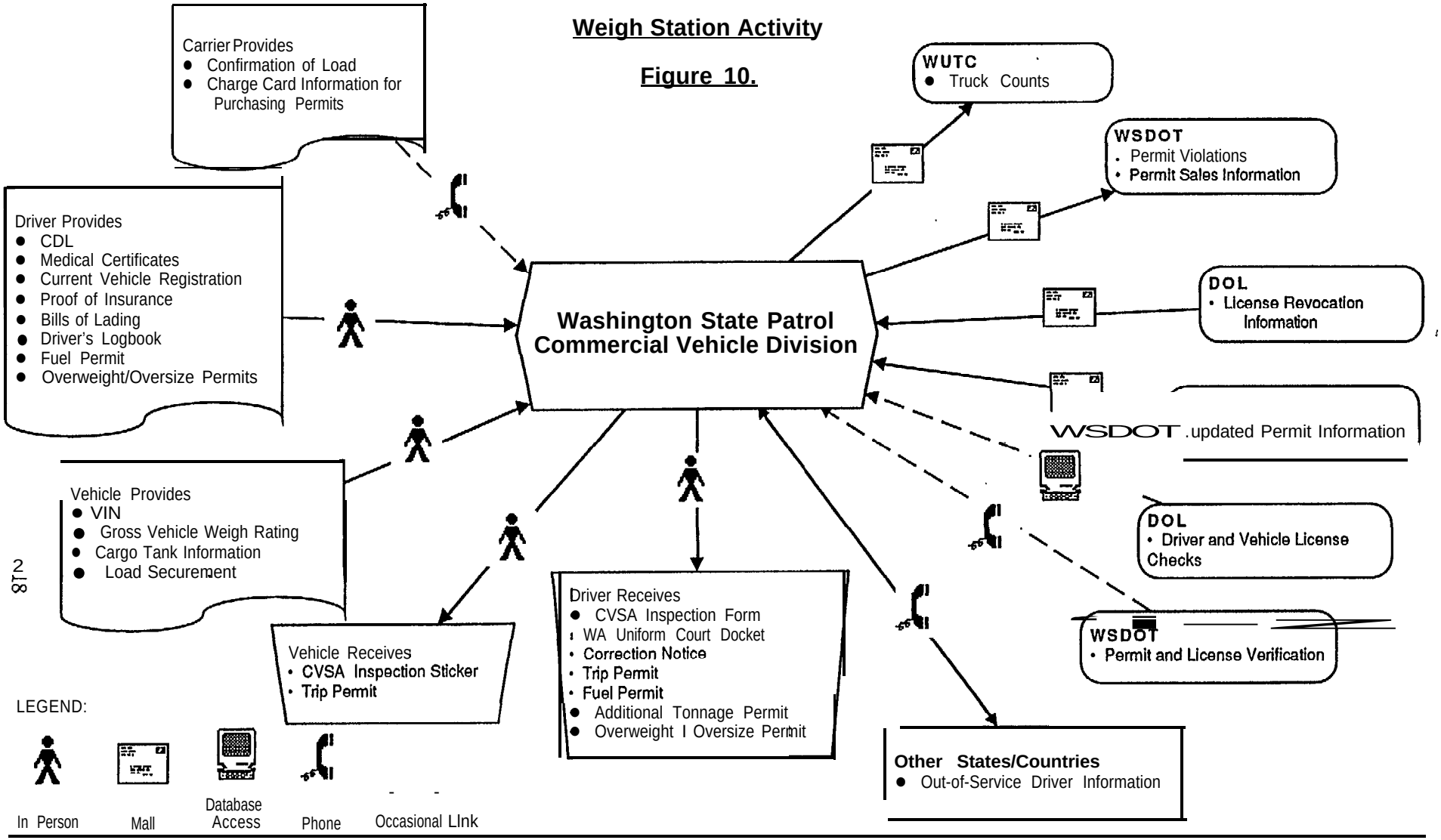
- Check for Operating Authority
- **Sell Operating** Authority Trip Permits
- Check Driver's CDL, Logbooks, Medical Cards
- Inspect Equipment
- Collect Stamp Fees

Other Regulatory Agencies Present at Weigh Stations;

. WSP

Weigh Station Activity

Figure 10.



Special Notes:

Military vehicles are exempt from all weigh station activities conducted by the WSP

Tasks Performed:

- Collect Truck Volumes, Weights, Counts
- Check Vehicle License and Registration
- Perform CVSA inspection on Vehicles With No **Decals** or Expired CVSA Decals
- Measure Vehicles for Proper Length, Height and Width Requirements
- Sell Overweight / Oversize Permits
- Check Axle Spacing and Axle Weights
- Check ICC Cab Cards on Common and Contract Carriers
- Check Insurance on Private Carriers

Take Enforcement Action on all Violations:

- Overweight I Oversize
- Logbook Over Hours
- Logbook Falsification
- CDL Violation
- Outstanding Arrest Warrant
- Medical Certificate Violation
- Hazardous Material Violation
- Defective Equipment
- DUI
- Any WUTC Violation
- Vehicle Licensing Violation
- Driver Qualification Violation

Other Regulatory Agencies Present at Welgh Stations:

- WUTC

MEMBERSHIP IN NATIONAL ORGANIZATIONS

Washington participates in the following CVO-related national organizations:

- Commercial Driver License Information System (CDLIS)
- International Fuel Tax Agreement (IFTA)
- International Registration Plan (IRP)
- Interstate Commerce Commission (ICC)
- Motor Carrier Safety Assistance Program (MCSAP)
- National Drivers Register (NDR)
- Safetynet

DATA COLLECTION EFFORT

The evaluation summary culminates a lengthy process that included three key visits with the regulatory agencies in Washington in order to discuss various CVO issues and to gather data that was utilized in developing the organizational and data flow charts.

The first meeting (May 1992) was set up to provide an introduction of the Crescent database to the state agencies involved with commercial vehicle operations. This meeting was attended by three representatives from WSP, eight representatives from WSDOT, one representative from DOL, two representatives from the Washington State Transportation Center, two representatives from the Washington Traffic Safety Commission, and one representative from the Washington Trucking Association.

The second visit occurred in April 1993. This visit was mostly a data gathering expedition and therefore personal interviews were conducted with each agency. The interviews were with three members from WSP, five members from DOL, three members from WSDOT, and three members from WUTC.

The third and final visit occurred in June 1993. This visit was to verify the CVO functions performed by all of the state agencies as well as to document any concerns that the agencies had regarding implementation of the Crescent database. As in the second visit, the format of this final visit consisted of personal meetings with each agency. The meetings held were with two members from WSDOT, one member from WUTC, three members from WSP, and three members from DOL.

STATE AGENCY CONCERNS AND BENEFITS

Based on the views expressed by the state officials interviewed during the final visit, this section identifies the general and specific issues, concerns, opportunities and benefits of the

Crescent system from the perspective of the state as a whole and from each agency. In addition, Tables 1 - 2 indicate agency representative responses to a rating questionnaire regarding issues and opportunities raised by the Crescent demonstration system. This questionnaire was used during both the first and second surveys in order to gather input as to how the representatives' perceptions had changed over time and with hopefully, greater understanding and exposure to the demonstration program. The tables, however, only indicate the latest ratings as filled out by each representative in order to avoid unfair weighting of the answers.

General Perceptions.

Opportunities and Benefits The four state agencies with CVO functions in the state of Washington mentioned a number of key benefits which they all had in common. Enforcement improvements and better auditing of carriers were key opportunities, in their opinion, provided by the Crescent system. In addition, they foresaw great benefits to the trucking industry by improving the services available to the carriers. Such services include automation of the permitting process and pre-clearance for safety inspections and permits. Finally, the agencies believed that Crescent could play a positive role in facilitating the move towards a one-stop shopping concept.

Issues and Concerns, The regulatory agencies in Washington also had a number of main concerns that they expressed. The biggest concern was with the cost of the Crescent system. It was felt by all agencies that a cost/benefit analysis must be undertaken before any significant funding would occur. The state agency representatives were also concerned with the overall reliability and security of the data on the Crescent system. This concern is related to another issue; that of the lack of interfaces between Crescent and other computer networks. The final issue that was brought up by most of the agencies was the lack of driver information on the system. This information is important to many of the interviewed representatives and the Crescent system may lose much of its value without it.

Specific Perceptions,

Washington State Patrol

Agency concerns. The major concern expressed by the WSP was the lack of driver information. This agency needs to enforce driver regulations much more than vehicle or carrier regulations. This agency also believed that a cost/benefit analysis must be completed before any funds would be allocated to Crescent. The WSP additionally took issue with the bypassing of ports of entry and weigh scales that would occur with Crescent. Apparently, the WSP feels that personal contact between agency personnel and the truck drivers ensures better compliance with

driver safety regulations. Therefore, they are hesitant to allow bypassing even if a vehicle's credentials can be electronically verified. Other concerns include:

- Maintenance costs
- Political implications
- Technological standards
- Timeliness of information on the Crescent system

Agency benefits. This agency perceived service improvements to the trucking industry as being a larger benefit than any cost savings in WSP operations. Screening of vehicles and pre-clearance at high volume weigh scales would permit increased throughput at the ports of entry and at the weigh stations. This would allow the WSP to deploy its personnel more efficiently in order to target the vehicles that demand more attention. Other benefits identified include the ability of Crescent to issue citations automatically and also to keep track of moving violations.

Department of Licensing

Agency concerns. This department was concerned about the cost of implementing the Crescent system. It also felt that there was a lack of initiative on the part of higher executive levels of government to promote a one-stop shopping concept such as that encouraged by Crescent. The Prorate and Fuel Tax Section of DOL wanted to see a clearer demonstration of benefits while the CDL Section was disappointed about the lack of driver information on the system. Other concerns mentioned by both sections include:

- Fragmented responsibilities among agencies
- Interfaces with IFTA and lRP databases needed
- Lack of compliance/enforcement by other states

Agency benefits. The key benefits identified by the Prorate and Fuel Tax Section were that carrier audits and carrier tax compliance would improve. The amount of information received from other states would increase as would its accuracy. The CDL Section did not see any major benefits, again because of the lack of driver information. Other minor benefits include:

- Automatic identification of non-compliance vehicles and carriers
- Better enforcement of licensing and registration
- Credentials screening

Washington State Department of Transportation

Agency concerns. The WSDOT has two key offices that play an important role in commercial vehicle operations. The first is the Highway Maintenance Office which issues oversize/overweight permits. This office did not have any significant concerns about Crescent other than the fact that there was a lack of initiative on the part of the state agencies in promoting this system. This office also felt that WSDOT would pay proportionally more for Crescent than other state agencies but receive less of its benefits.

The second office, Transportation Data, had more concerns about Crescent. Since it already collects much of the data that would be in the Crescent system, this office wanted to know exactly how the data would be controlled on a regional network. The source of the data was also a major issue expressed by this office. Other minor concerns expressed by these two offices include:

- Lack of information in database
- Lack of manpower
- Legislative reluctance to authorize spending
- Need to have a much larger Crescent network
- Phone line costs

Agency benefits. The Transportation Data Office saw few benefits from the Crescent system, the most important of which was improved vehicle classification, truck counts and weight distribution data. The Highway Maintenance Office perceived the largest benefits to be service improvements to the trucking industry by automating the permitting process and by pre-clearing for safety inspections and permits. Other benefits mentioned by the latter office include:

- Centralized database advantages
- Simplified reporting
- Verification of routes for permitted vehicles

Washington Utilities and Transportation Commission

Agency concerns. This agency had a number of specific issues. It was concerned about the data compatibility between states, and especially about the timeliness and conciseness of the data This is due to the fact that some states are further along than others in having an automated commercial vehicle licensing and authorization system. Because the different agencies in the various states currently have different requirements, the Crescent system may attempt to try to

provide all of the information that any agency may want on the system. This task would be difficult to achieve and was not recommended by this agency. Finally, WUTC would like to have carrier insurance information provided on Crescent.

Agency benefits. This agency did see some major potential benefits that Crescent could provide. First, it would consolidate the existing databases, thereby resulting in an increase in efficiency for both field and central office operations. The second major benefit was improved carrier services. These include bypassing of weigh stations and computerized maintenance records for the vehicles. Other potential benefits include:

- Base state insurance registration for interstate authority
- Improved vehicle taxation functions
- Possible reduction of personnel at weigh scales
- Verification of registration authority and insurance

Table 1

THE STATE OF WASHINGTON

SUMMARY OF ISSUES AND OPPORTUNITIES

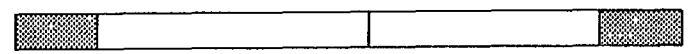
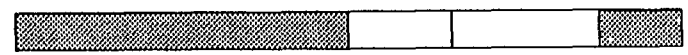
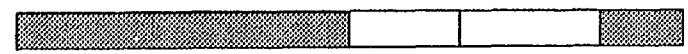
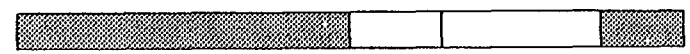
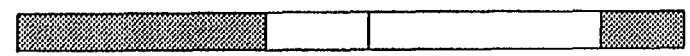
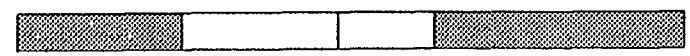
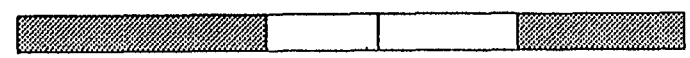
	ISSUES	Number of Responses	Results (Strongly Disagree 1 2 3 Nuetral 4 5 6 7 Strongly Agree)	Min.	Avg.	Max.
1	Implementation of HELP Technology will require changes to State Law.	8		1	4.3	7
2	Implementation of HELP Technology will require changes to Agency rules and regulations.	8		4	5.3	7
3	Implementation of HELP Technology will require changes to department policies.	9		4	5.3	7
4	A high degree of inter-jurisdictional cooperation will be required for Crescent implementation.	9		4	5.1	7
5	My agency has sufficient technical expertise to fully implement HELP Technology.	9		3	4.2	7
6	Implementation of HELP Technology provides potential for significant regulatory agency improvements.	9		4	5.1	6
7	Capital costs of HELP Technology implementation are affordable.	7		2	3.9	5
8	Operational costs of HELP Technology represent significant potential savings compared to current techniques.	9		3	4.3	6
9	Allocation of motor fuel tax funds for IVHS projects is flexible and not of concern.	4		1	2.8	4

Table 1

THE STATE OF WASHINGTON

SUMMARY OF ISSUES AND OPPORTUNITIES

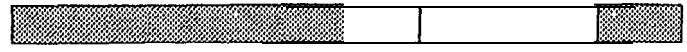
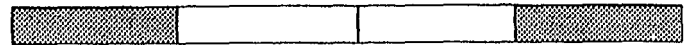
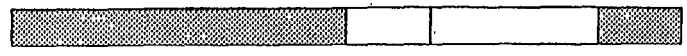
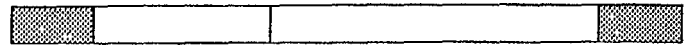
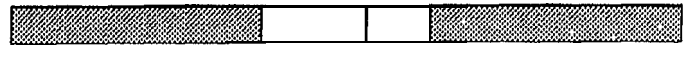
	ISSUES	Number of Responses	Results	Min.	Avg.	Max,
			Strongly Disagree 1 2 3 Neutral 4 5 6 Strongly Agree 7			
10	Risk sharing among public agencies and private manufacturers is a problem that needs addressing.	9		4	4.2	6
11	HELP Technology should be compatible with rail, ocean shipping, and intermodal Automatic Vehicle Identification (AVI) and Automatic Vehicle Location (AVL).	8		4	4.9	7
12	Implementation of HELP Technology depends upon development of uniform technical standards and commitment by all implementation agencies to these standards.	7		2	4.1	6
13	Realistic tolerances for Weigh in Motion (WIM) must be developed and incorporated into uniform standards.	6		4	5.0	7
14	Multi-transponder readers must be developed.	6		4	4.5	6
15	Privacy of data is not a concern in implementing HELP Technology.	9		1	3.1	7
16	Control of data is not a concern in implementing HELP Technology.	8		1	2.4	4
17	Implementation of the HELP Technology will have significant positive effects on the transport market and industry structures.	8		3	4.3	5

Table 2

THE STATE OF WASHINGTON

SUMMARY OF ISSUES AND OPPORTUNITIES

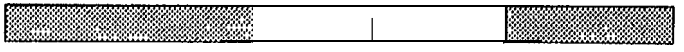
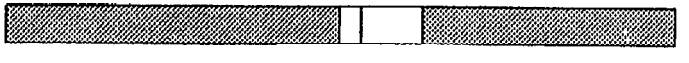
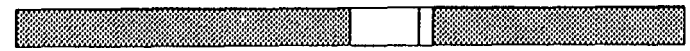
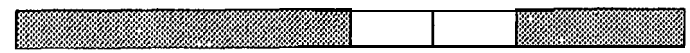
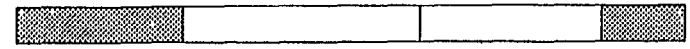
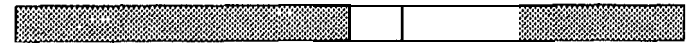
	OPPORTUNITIES	Number of Responses	Results	Min.	Avg.	Ma
			Strongly Disagree — Nuetral — Strongly Agree 1 2 3 4 5 6 7			
1	Implementation of the HELP Technology will have significant positive implications for the organization of the agency.	10		3	4.4	6
2	Implementation of the HELP Technology provides significant opportunities for motor carrier productivity and efficiency enhancement.	9		4	5.1	6
3	Availability of weigh-in-motion (WIM) with automatic vehicle identification (AVI) would significantly assist my agency's operations.	8		4	4.3	5
4	Automatic Vehicle Classification (AVC) would significantly assist my agency's operations.	8		4	4.6	6
5	he-clearance for safety inspections, permits, etc. using AVI would significantly assist my agency's operations.	8		4	5.4	6
6	One-stop shopping for licenses, registrations, and permits would significantly assist my agency's operations,	10		4	5.5	7
7	Automated, apportioned fuel tax administration which could be provided through implementation of HELP Technology would significantly assist my agency's operations.	4		3	4.5	7
8	Implementation of HELP Technology would simplify and improve the processof permitting hazardous material movements.	4		4	4.3	5
9	Advanced vehicle control systems (AVCS) would be of great interest to my agency.	5		4	4.6	6

Table 2

THE STATE OF WASHINGTON

SUMMARY OF ISSUES AND OPPORTUNITIES'

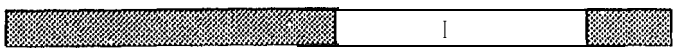
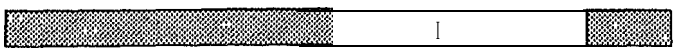
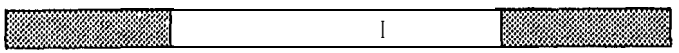
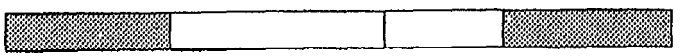
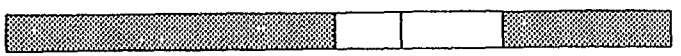
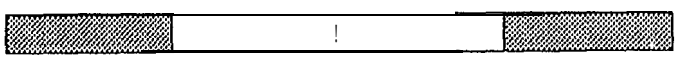
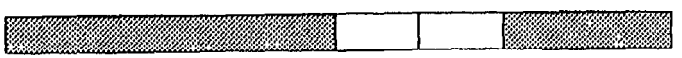
	OPPORTUNITIES	Number of Responses	Results	Min.	Avg.	Max,
			Strongly Disagree — Neutral — Strongly Agree (1 2 3 4 5 6 7)			
10	Implementation of HELP Technology would greatly assist transportation planning/origin-destination data collection.	6		4	5.2	7
11	Implementation of HELP Technology would greatly assist traffic engineering functions.	6		4	4.8	5
12	Implementation of HELP Technology would greatly assist those performing pavement and bridge design functions.	5		4	5.0	6
13	Implementation of HELP Technology would greatly assist enforcement of size/weight/speed regulations.	7		4	5.0	6
14	Implementation of HELP Technology would greatly assist in monitoring hazardous material movements.	5		4	4.6	5
15	Implementation of HELP Technology would greatly assist vehicle taxation functions.	6		2	4.8	7
16	Coordinated WHM/AVI data reports would greatly assist my agency.	8		4	4.6	6
17	Implementation of HELP Technology would enhance driver and vehicle safety.	8		4	5.1	7
18	Dynamic vehicle safety warning systems would conbibute to driver and vehicle safety.	7		4	5.4	7

2.27

Table 2

THE STATE OF WASHINGTON

SUMMARY OF ISSUES AND OPPORTUNITIES

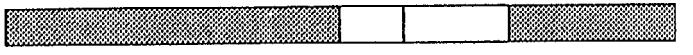
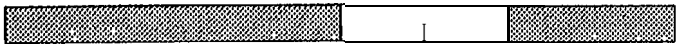
	OPPORTUNITIES	Number of Responses	Results	Min.	Avg.	Max
			Strongly Disagree 1 2 3 Nuetral 4 5 6 7 Strongly Agree			
19	Real time communication of accident and/or weather information IO commercial vehicle operators would be very desirable.	7		4	5.0	6
20	Driver fatigue and impairment countermeasures which become possible through implementation of HELP technology would significantly enhance safety.	7		4	5.4	7
21	Remote driver and vehicle safety inspections could greatly enhance safety.	9		4	5.3	7
22	Computerized maintenance records for commercial vehicles would enhatice safety.	8		4	5.3	7
23e	Automation of the following state regulatory function would be desirable License plate issuance	5		2	4.6	6
23b	Automation of the following state regulatory function would be desirable: Annual vehicle registration	5		2	4.6	6
23c	Automation of the following state regulatory function would be desirable: ICC operating authority	5		4	4.8	6
23d	Automation of the following state regulatory function would be desirable: Temporary registration	6		2	4.0	6
23e	Automation of the following state regulatory function would be desirable: Fuel tax registration, payment, and auditing	4		4	5.0	6

87-7

Table 2

THE **STATE OF WASHINGTON**

SUMMARY OF ISSUES AND OPPORTUNITIES

	OPPORTUNITIES	Number of Responses	Results	Min.	Avg.	Max
			Strongly Disagree — Nuetral — Strongly Agree 1 2 3 4 5 6 7			
23f	Automation of the following state regulatory function would be desirable: Temporary fuel tax permits	4		4	5.0	6
23g	Automation of the following state regulatory function would be desirable: Weight-distance taxes	2		4	4.0	4
23h	Automation of the following state regulatory function would be desirable: Oversize and overweight permits	4		4	4.8	6
23i	Automation of the following state regulatory function would be desirable: Hazardous materials permits	3		4	4.7	6
23j	Automation of the following state regulatory function would be desirable: Issuance of truck credentials in one location	6		4	5.2	6
23k	Automation of the following state regulatory function would be desirable: Toll collection	2		4	5.0	6

OREGON STATE AGENCY CVO EVALUATION SUMMARY

ORGANIZATIONAL STRUCTURE

The executive branch in Oregon, as shown in Figure 1, is divided into four agencies that are concerned with commercial vehicle operations. The first agency consists of the Oregon Department of Transportation (ODOT), which is headed by the Governor-appointed, five member Oregon Transportation Commission. The next agency is the Oregon Public Utility Commission (OPUC), which is headed by a three-member, Governor-appointed board. The third major agency, the Oregon State Police (OSP), is headed by a superintendent who is also appointed by the Governor. The final agencythat has some involvement in commercial vehicle operations is the Oregon Department of Environmental Quality (ODEQ). This agency, however, does not have a large role in the daily CVO functions in Oregon and will, therefore, not be discussed in any more detail.

DESCRIPTION OF STATE AGENCIES

The following section describes the three major agencies with CVO responsibilities. This section also includes a description of some of the information links associated with these agencies. Please review Figures 2 through 7 for a schematic representation of these links. Exhibit 1 has also been provided to illustrate which CVO functions are performed by which state agencies.

Much of the descriptive narration in this section and in the State Agency CVO Functions section is similar in content to that contained in a draft technical report written by Mark Hallenbeck of the Washington State Transportation Center. This report, entitled Western States Transoarent Borders Project (February 1993), addressed many of the same concerns that the Crescent Project examined, especially in the state of Oregon -- the most automated CVO state in the demonstration project.

Oregon Department of Transportation.

The Oregon Department of Transportation Motor Carrier Services Division is responsible for Special Transportation (OS/OW) permits, weighmaster duties and safety inspections. The License Control Services Division is responsible for Commercial Driver License (CDL) functions and for registering any motor vehicle that is not being registered on a proportional registration basis and which is not otherwise subject to the weight/distance tax. This generally includes those vehicles weighing 26,000 pounds or less. This division also registers all trailers.

OREGON CVO ORGANIZATION

Figure 1.

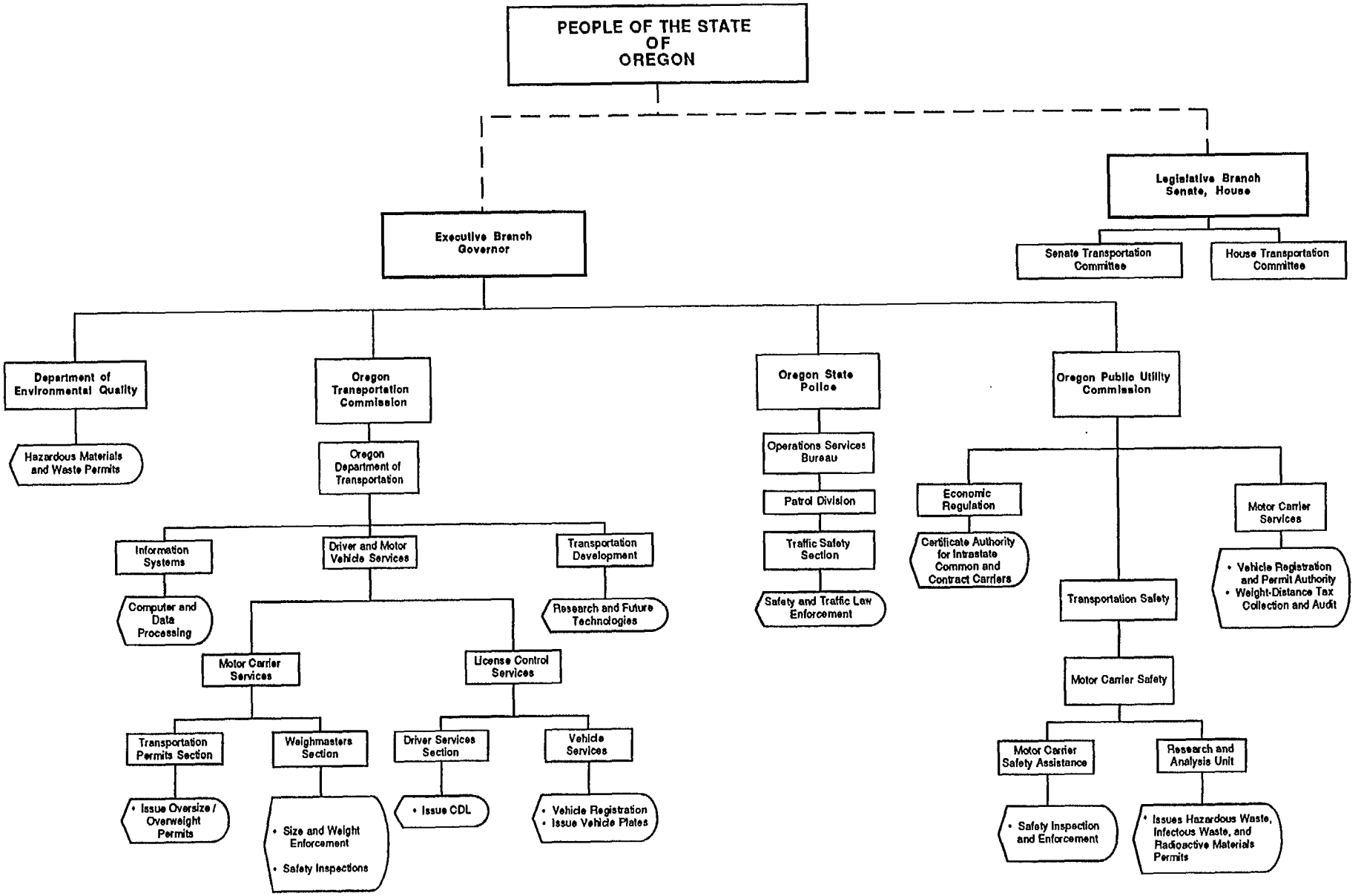


Exhibit 1

		CVO FUNCTIONS															
		IRP Registration	Vehicle Registration	OS/OW Permitting	Truck Data Collection	CDL Issuance	Fuel Tax Administration	Issue Operating Authority	CVO Enforcement	IFTA Tax Administration	Regulation of Carrier Rates	Weigh Station/POE Operations	Vehicle Safety Inspection	HazMat Permitting	Infectious Waste Permitting	Hazardous Waste Registration
Oregon Department of Transportation	DMV/Motor Carrier Services/Transportation Permits Section			•												
	DMV/Motor Carrier Services/Weighmasters Section				•				•			•	•			
	DMV/License Control Services/Driver Services Section					•										
	DMV/License Control Services/Vehicle Services		•													
	Financial Services Branch/Fuels Tax Group						•									
	Transportation Development				•											
Oregon State Police																
	Operations Services Bureau/Traffic Safety Section								•							
Oregon Public Utility Commission	Economic Regulation							•								
	Motor Carrier Services	•	•					•		•						
	Transportation Safety/Motor Carrier Safety Assistance								•				•			
	Transportation Safety/Research and Analysis Unit													•	•	•

Weighmaster functions include operating the ports of entry (POEs), weighing trucks at weigh stations and POEs, safety inspections, recording vehicle movements for auditing purposes and collecting weight/distance taxes. Weighmasters also operate mobile weighing sites.

The ODOT has a close relationship with the OPUC, especially as a result of field operations at the ports of entry. The ODOT also controls a vehicle license data base. This data base contains vehicle license plate and registration information. Both the vehicle and driver data bases are queried regularly by the OSP during routine enforcement procedures. This is accomplished though the Law Enforcement Data System (LEDS) network.

Oregon State Police

The primary responsibilities of the Oregon State Police involve roadside enforcement of and compliance with traffic and safety rules and regulations. The areas of enforcement related to commercial vehicle operations include (1) checking for proper credentials, (2) enforcing safety compliance, and (3) enforcing size and weight compliance. The OSP performs all of its enforcement activities on the roadside or at weigh stations; all terminal inspections are handled by other agencies, such as the Oregon Public Utility Commission or the FHWA.

The OSP also acts in conjunction with the OPUC to perform limited safety inspections according to Commercial Vehicle Safety Alliance (CVSA) level II criteria, under the Motor Carrier Safety Assistance Program (MCSAP).

The OSP provides information relating to commercial vehicle accidents and safety inspections to the OPUC. The OSP also has access to driver and vehicle information maintained on the ODOT mainframe. When a driver or vehicle license check is performed, the OSP officer queries the driver or vehicle data base via the LEDS network and specifies the type of information to be obtained. If the officer is concerned about criminal records on the national level, the officer accesses the National Law Enforcement Telecommunication Network (NLET) to query the data base at the National Crime Information Center (NCIC).

Oregon Public Utility Commission.

The OPUC handles the broadest range of commercial vehicle responsibilities in Oregon. Its basic functions include the following:

- administering and collecting the weight/distance tax
- approving rates
- conducting safety inspections along the roadside and at carrier terminals
- ensuring compliance by regulated carriers with the insurance standards
- granting intrastate certificate authority to common and contract carriers

- issuing and/or delivering oversize/overweight (OS/OW) Special Transportation Permits approved by ODOT
- issuing permit authority to certain exempt, private, and interstate carriers
- registering commercial vehicles, both intrastate and apportioned (interstate), or issuing temporary registration permits (Commercial Trip Permits)
- regulating hazardous material and waste transportation

The OPUC Motor Carrier Safety group is in charge of disbursing MCSAP funds and is responsible for uploading vehicle inspection data into the FHWA Safety Net computer data base. The Motor Carrier Safety field staff perform CVSA level I inspections of the vehicle and driver, and Safety Compliance Audits at carrier terminals.

The OPUC also maintains an extensive system of data bases called the Motor Carrier Enforcement Data System (MCEDS). This system contains safety-related information about commercial vehicle operations. The MCEDS contains the following modules:

- hazardous material carriers
- hazardous material tracking
- inspection data
- investigation tracking system (for audits and complaints)
- safety compliance
- truck accidents

Hard copies of accident and safety inspection information gathered by the OSP are provided to the OPUC for entry into MCEDS. MCEDS then automatically selects carriers for safety audits on the basis of accident or violation rates or other factors that signify high risk.

All carriers must register with the OPUC for regulation requirements and/or tax purposes. Vehicles over 26,000 pounds traveling in or through Oregon are subject to a weight/distance tax that is administered by the OPUC Motor Carrier Services group. For this purpose, all such vehicles are required to display a valid OPUC tax plate or carry a Temporary Pass. New motor carriers domiciled in Oregon must also attend a carrier education class administered by the OPUC, and taught jointly by the OPUC and ODOT.

The OPUC Motor Carrier Services group also handles all interstate commercial vehicle registration through the International Registration Plan (IRP). Carriers with Interstate Commerce Commission (ICC) operating authority, however, are not required to be registered in Oregon.

STATE AGENCY CVO FUNCTIONS

The following section of the report describes some of the commercial vehicle functions performed in Oregon. Please consult Figures 2 through 7 for a schematic representation of these commercial vehicle functions. Exhibit 2 has been provided at the end of this section to indicate the common elements of information that are collected by the various state agencies during their commercial vehicle operations tasks.

Commercial Driver Licensing - CDL (Figure 2).

The ODOT Driver and Motor Vehicle (DMV) Driver Services Section is responsible for issuing, monitoring, and maintaining records for commercial driver licenses. To qualify for a CDL, a driver must first pass knowledge, vision and &ills tests to show awareness of the rules of the'road and competence in driving a commercial vehicle.

If the driver is upgrading or transferring the CDL from another state, the Commercial Driver's License Information System (CDLIS) and the National Drivers Register (NDR) are checked (via AAMV ANET to ensure that the driver possesses only one license, the license has not been suspended, revoked or canceled, and the driver has not been disqualified. Upon the issuance or upgrade of the CDL, both the CDLIS and NDR networks are updated immediately by the ODOT.

Vehicle Licensing and Registration (FIgure 3).

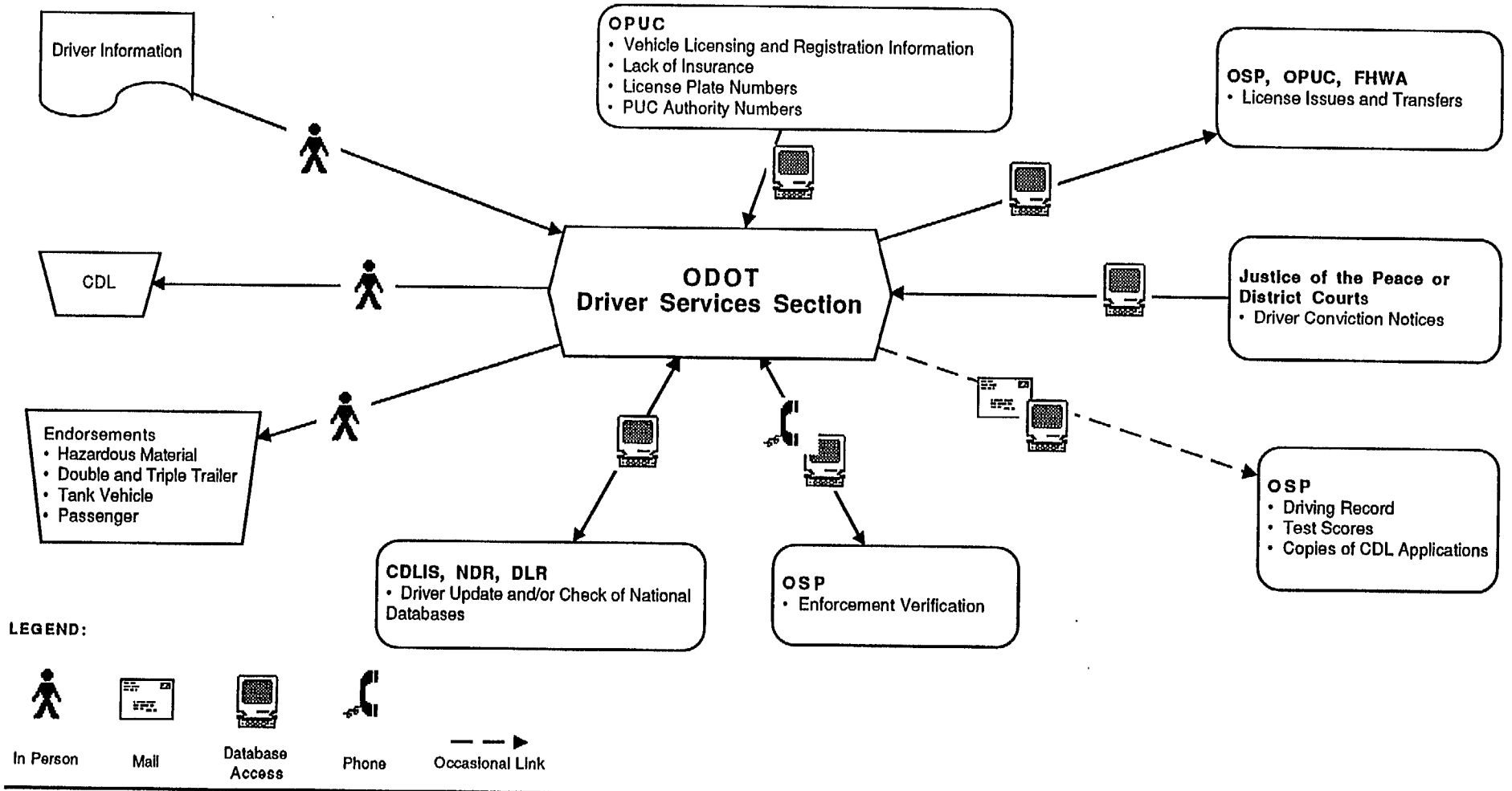
A carrier or owner/operator has essentially three ways of registering each vehicle in Oregon: (1) apportioned registration for interstate operation (IRP), (2) full fee registration for intrastate operation or interstate operation for trucks based in a non-IRP state, or (3) trip permits in lieu of apportioned registration or full registration.

The Oregon Public Utility Commission has primary authority for all vehicle registration and licensing transactions for vehicles weighing more than 26,000 pounds. The ODOT/DMV Vehicle Services is responsible for the registration of commercial vehicles that are not subject to the weight/distance tax. This generally pertains to vehicles weighing 26,000 pounds or less. The OPUC handles the administration and fee collection for the IRP, as well as for the non-apportioned full registration and temporary trip permits. The OPUC also has responsibility for all non-apportioned (intrastate) registration for vehicles over 26,000 pounds. Audits for IRP compliance are also conducted by the OPUC.

Intrastate registration in Oregon is relatively easy. Typically, the applicant calls ahead to a special phone number set up at the OPUC to start the application process. The applicant can also mail or fax the application to the OPUC. The application is processed at the main office, and the appropriate paperwork can be printed at any of the remote DMV or OPUC offices. License plates are mailed overnight. If the driver goes to one of the eight OPUC offices, plates

Commercial Driver Licensing

Figure 2.



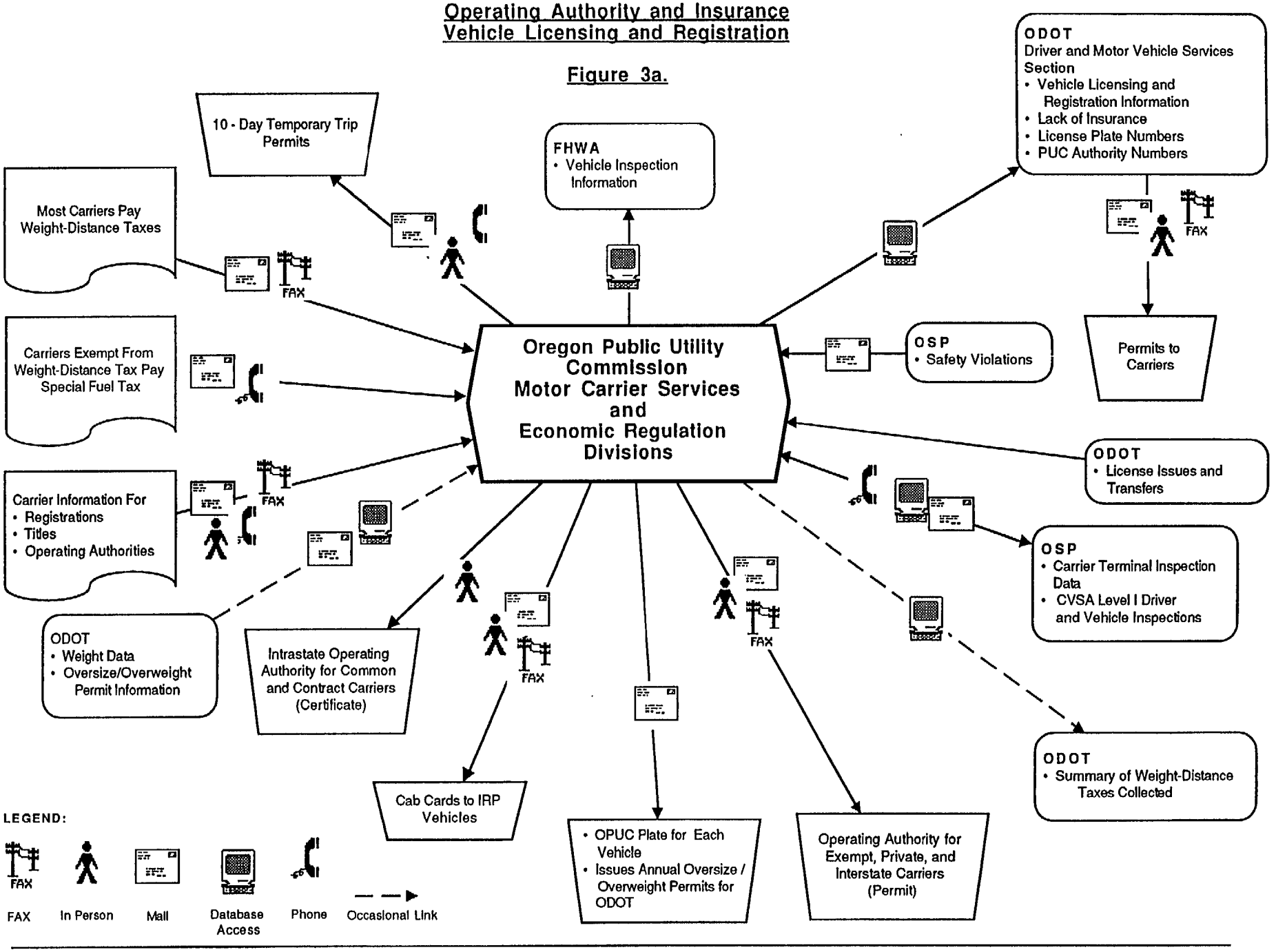
NOTES:

Driver inputs include:
Valid medical certificate
Road test certificate
Written test(s) certificate(s)
Application for employment copy (filled out by employer)
- Carrier name, address
- Driver name, address
- Driver date of birth
- Driver social security #
- Driver licenses and types issued by other states in past 3 years
- Truck driving experience
- Accident record for past 3 years
- Traffic conviction record for past 3 years
- Employment record for past 3 years

Commercial Driver License Application
- Driver name, address
- Type of driver license requested
- Type of endorsement requested
- Date of birth
- Place of birth
- Mother's maiden name
- Driver social security #
- Height, weight, sex of driver
- Length of time driving
- Eye color, hair color

Operating Authority and Insurance
Vehicle Licensing and Registration

Figure 3a.



Please consult the following page for notes pertaining to the flow chart.

Operating Authority/ Vehicle Registration & Licensing

Figure 3b.

Carriers registering under IRP must file a Form 686:

IRP #
Tax File #
Carrier name and address
Oregon telephone #
Fleet #
Type of business
Base jurisdiction
Registration year
Declared weights for each IRP state
Vehicle information
- Year
- Make of vehicle
- VIN
- Equipment #
- Vehicle type
- # of Axles
- type of fuel
- OR registered weight
-empty weight
- date of purchase
- vehicle owner

Mileage traveled In each IRP state or province

Regular Application for Vehicle Registration:

- plate #
- Vehicle year, make, style, model
- equipment #
- fleet account #
- title number
- insurance company name
- Insurance policy #
- odometer reading
- date of reading
- width or length
- DMV farm ID #
- Names, dates of birth, driver license #s of vehicle owner/owners

address of owners
VIN

Application Form and title application Information plus:

- primary bank name, address, telephone #
- secondary bank name, address, telephone #
- lessor's name, address, phone #

In order to receive a Operating authority certificate *intrastate* carriers over 26,000 lbs must fill out *one of* the applicable forms

a) PUC Form 058 to transport logs
b) PUC Form 059 to transport sand & gravel
c) PUC Form 057 to transport general commodities

In order to receive an operating authority permit, the other common and **contract carriers fill out both of rthe following forms:**

d) PUC Form 075
e) PUC Form 076

In addition, all carriers must provide:

- Insurance Form E
- Cargo insurance Form H
- Hlghway Use Tax Bond
- C.O.D. Bond If transporting C.O.D. shlpments

Each of the above applications is described below:

(a)/(b)

Bodily Injury and property damage Insurance
Carrier name, address, telephone #
Name, title, date of birth of Individual owner, partners, or corporate officers
Social Security #s of above officers
Type of operation
OR countles where carrier wishes to operate
Flnanclal Statement
Llst of equlpment
- Body Type
- Make of vehicle
- VIN
- fuel type
- Company #
- PUC plate #
- Solo and combination weights
- License #and state

Statement of shipper's support for new authourity or extension of existing authority
-Shipper name, address, phone #
-Name of specific ccmmodltles to be shipped or received.
-Frequency of shlpments
-Duration of shlpments
-Time of year motor carrier servlce is needed
Counties In which motor carrier service Is needed

Imputs for (c) are the same as (a) and (b) In addition, the carrier provides:

Cargo Insurance
Proposed rate tariffs for common carriers
Proposed contracts for contract carriers
Specific commodities that carriers are proposing to transport
Indication of whether carrier will transport C.O.D. shipments
Regular route scheduled service
Contract service area
The shipper statement Includes everything In (a) and (b) plus:
-the areas from which and to which the goods are being shlpped.

(d)

Carrier name
Carrier phone #, Fax #
Carrier mailing/street addresses
Type of ownership
Internal Revenue Service ID #
Name, Title, Date of Birth, Social Security # of Individual owner, all partners, or corporate officers.
US. DOT ID #
Type of authority requested
Indication of whether or not hazardous materials will be transported

(e)

Business name, address, telephone #, PUC file #
Indication of whether hazardous materials will be transported
Vehicle Information
- Year
- Make, vehicle type, body style, fuel code
- PUC plate #
-VIN .
- Declared axle and combination welghts
- Odometer reading

Social Security # of carrier's agent

Note: All permits are also available from Oregon Ports of Entry which are open 24 hrs., 7 days a week. The only exemptions for intrastate operating authority are farm vehicles, government vehicles and any vehicles that are under 26,000 lbs. These vehicle are also exempted from paying the weight-distance taxes that all other commercial vehicles must pay Also, all vehicles welghlng over 55,000 lbs must pay the Federal Heaw Vehicle Use Tax. An IRS Form 2290 copy shows proof to the PUC.

are issued immediately. Because Oregon also requires an OPUC tax plate, this can be handled at the same time. Interstate registration (IRP) is more cumbersome and can only be handled through the eight OPUC offices (six POEs, Portland and Salem).

Operating Authority, Insurance, and Tax Collection (Figure 3).

Authority is required in Oregon for most carriers operating a commercial vehicle for-hire within the state. In addition, commercial motor carriers must register their vehicle with the OPUC if they exceed 26,000 pounds. Carriers must pay a weight/distance tax on all vehicles exceeding that weight.

The OPUC requires permit authority for all private and interstate carriers in order to register them for the weight/distance tax and to ensure compliance with insurance and safety regulations. Carriers with certificate authority are automatically registered.

The OPUC requires that all commercial vehicles over 26,000 pounds must either display a valid OPUC plate on the power unit, or that they purchase and carry a Temporary Pass. The application process can be handled by mail or in person at any of the eight OPUC offices and at most Driver and Motor Vehicle Services (DMV) offices.

OPUC enforcement staff ensure compliance with operating authority regulations. The OPUC also interacts with ODOT and OSP on safety-related issues, but the OSP is not specifically charged with enforcement of economic regulation.

The OPUC audits both intrastate carriers and Oregon-based interstate carriers to ensure safety compliance. All carriers are audited for weight/distance tax every two years. The OPUC also targets problem carriers for more frequent audits.

Fees and taxes are calculated and collected on all motor vehicles, trailers, and semitrailers. These fees and taxes include the weight/distance tax and the Federal Heavy Vehicle Use Tax (FHVUT).

The weight/distance tax is administered and collected by the OPUC Motor Carrier Services Division. This division of the OPUC is also responsible for collecting the FHVUT. Enforcement of the weight/distance tax is handled primarily by the OPUC, although the Permits and Weighmasters Section staff of ODOT work closely with the OPUC.

Carriers may obtain either a Temporary Pass or pay the weight/distance tax to the OPUC on a monthly, quarterly, or annual basis, depending on their estimated tax liability (the higher their estimated liability, the more frequently they must pay). The Temporary Pass, which alleviates the requirements for obtaining a plate, can be obtained at POEs, OPUC or DMV offices. Failure to pay tax fees on a timely basis (or failure to file proof of insurance, a highway use tax bond or tax reports) results in suspension of authority.

Oversize/Overweight Regulations (Figure 4).

The ODOT Driver and Motor Vehicles Services, Motor Carrier Services Group, Transportation Permits Unit is responsible for issuing permits for commercial vehicles and maintaining permit records. However, routinely issued annual permits are also available from other sources, including the OPUC. The OSP, in conjunction with the OPUC and the Weighmasters, are responsible for monitoring and enforcing possession of the correct permits.

In Oregon, the ODOT issues Special Transportation permits for divisible and non-divisible loads in excess of 80,000 pounds on an annual or single trip basis. A number of permits are available for purchase by truck drivers; a brief description of each permit type is given below.

- Annual Heavy Haul Permit. An annual OS/OW permit, which is valid for non-divisible loads up to 98,000 lb.
- Extended Weight Permit. An annual OS/OW permit, which is valid for divisible loads up to 105,500 lb.
- Non-divisible Single Trip Permit. A single trip OS/OW permit for non-divisible loads.
- Western Regional Permit. The Western Regional Highway Permit Agreement, which is valid in six states, is a single trip permit for vehicles with a moderately oversize or overweight, non-divisible load.

The ODOT Weighmasters are primarily responsible for enforcing the size and weight of commercial vehicles on state highways and in other jurisdictions when requested. The OSP and OPUC assist under some circumstances. If a citation is issued to a commercial vehicle driver for carrying an unpermitted load that is either overweight or oversized, the driver must pay the fines to the local court system.

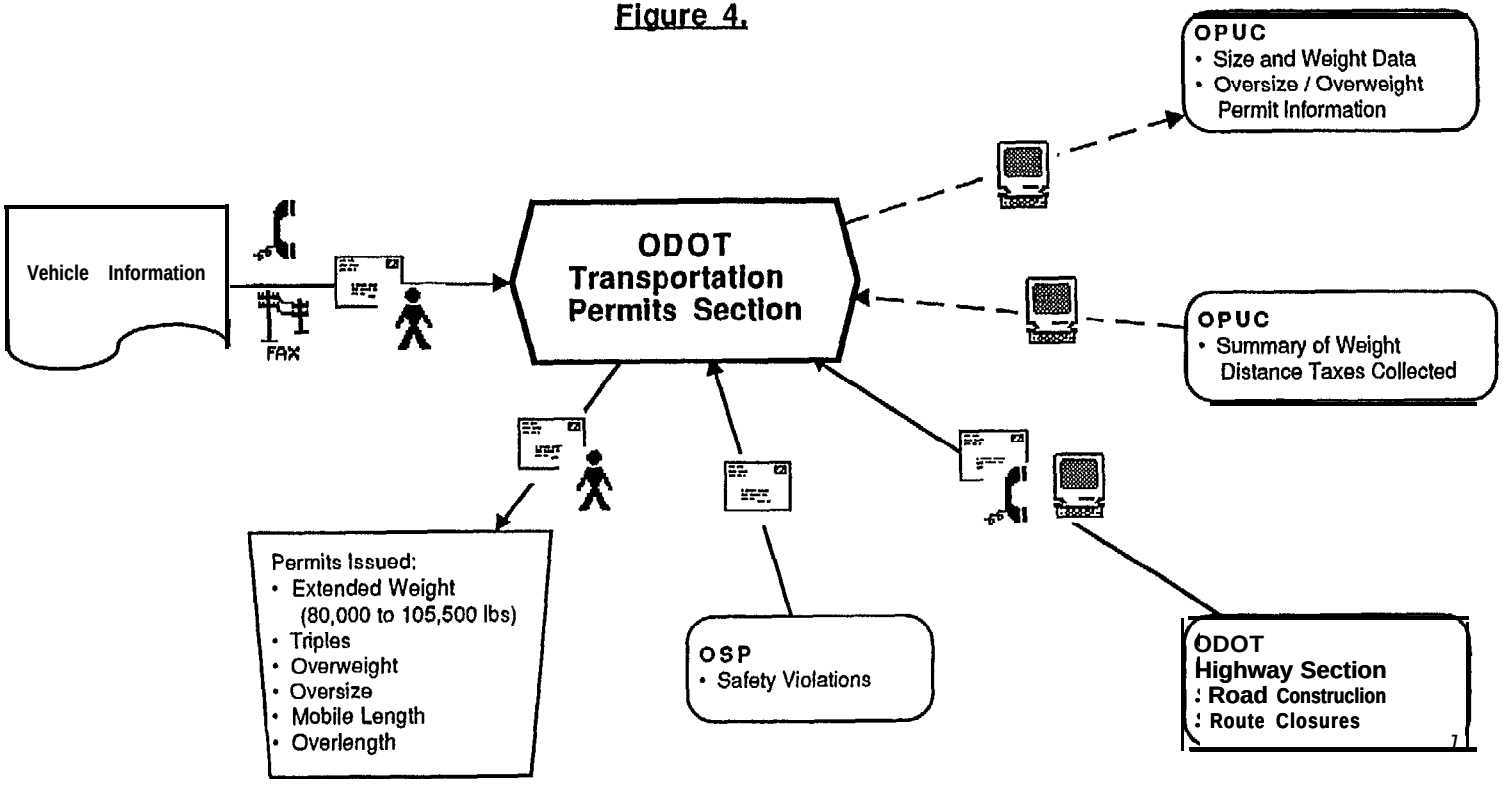
Safety Regulations (Figure 5)

In Oregon, the lead agency for MCSAP is the OPUC, although certified Commercial Vehicle Safety Alliance (CVSA) inspectors are also in the OSP, ODOT, the City of Portland, and several Oregon counties. MCSAP inspectors within the state of Oregon include

- 180 uniformed OSP officers, who primarily perform CVSA level II roadside inspections;
- FHWA Bureau of Motor Carrier Safety employees, who primarily perform terminal audits such as safety and compliance reviews;

Weight and Size Permits

Figure 4.



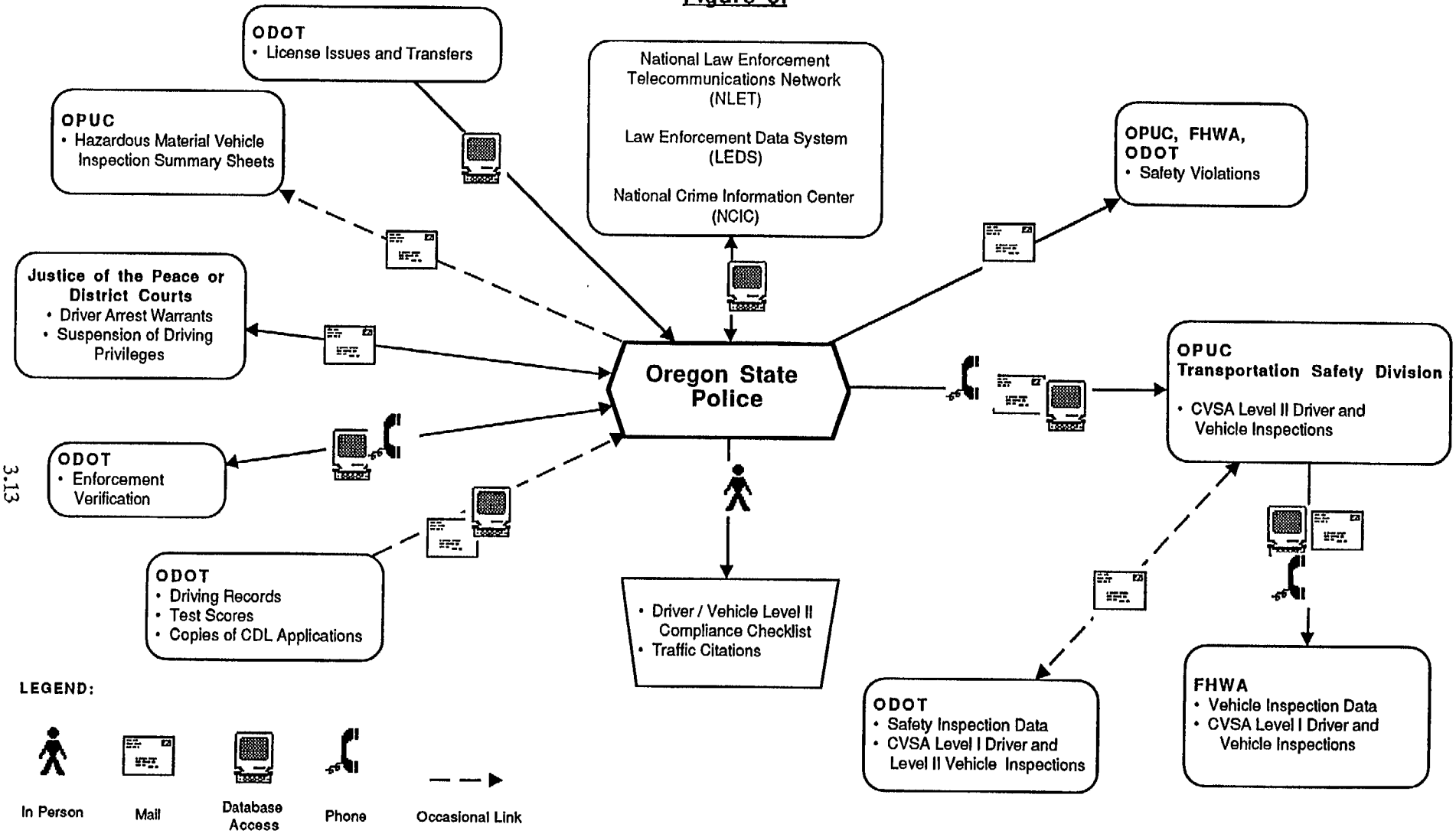
LEGEND:

NOTES: Special Transportation Permit requires:

- -Carrier name, address
- - Effective permit date
- - Expiration date of permit
- - Commodity being carried
- -Load length, width, height
- - Front and Rear overhang
- - Gross weight
- - Description of vehicle
- - #of axles
- - Axle spacing/weights
- - vehicle year, make, VIN, PUC #. license #, state, firm #
- - Origin and destination of commodities being transported
- .Route to be taken
- - # d pilot vehicles required

Safety Regulations

Figure 5.



- ODOT Weighmaster staff who perform CVSA level I, II, and III roadside inspections;
- OPUC staff who perform CVSA level I roadside inspections and terminal audits.

At roadside inspection points, vehicles without valid CVSA stickers are usually selected, unless an obvious defect is noted. The OSP, ODOT or OPUC inspectors perform a CVSA inspection according to the standard North American Out-of-Service Criteria. A full inspection includes scrutiny of critical vehicle components, load securement, and driver condition. Additional inspection procedures are used if the cargo includes hazardous materials. If a discrepancy is found, the driver may receive a citation and/or the vehicle may be declared out-of-service or impounded.

The OSP performs roadside inspections for a sampling of all vehicles, including interstate, intrastate, common, contract, and private carriers. The OPUC, unlike the OSP, also performs economic and insurance regulatory checks during roadside inspections. The OPUC enters inspection data from both the OSP and the ODOT into the Safety Net system.

In addition to roadside inspections, safety audits must be conducted to ensure that if citations have been issued for safety violations, the motor carrier is taking action to correct the problem. These safety audits take the form of safety reviews and compliance reviews.

The safety review, in nearly all cases, precedes the compliance review. In a safety review, motor carrier records, including the number of accidents, vehicle inspection profile, past compliance history, and traffic citations, are examined. A rating (satisfactory, pending, or unsatisfactory) is given on the basis of the carrier's records. If a carrier is rated pending or unsatisfactory, no penalties are issued. Instead, the carrier is allowed time to improve the rating. If, upon a return visit, the carrier has made no visible attempt to improve the safety level of the operation, a compliance review is required. Civil and monetary penalties can be issued for an unsatisfactory compliance review.

Hazardous Materials (Figure 6).

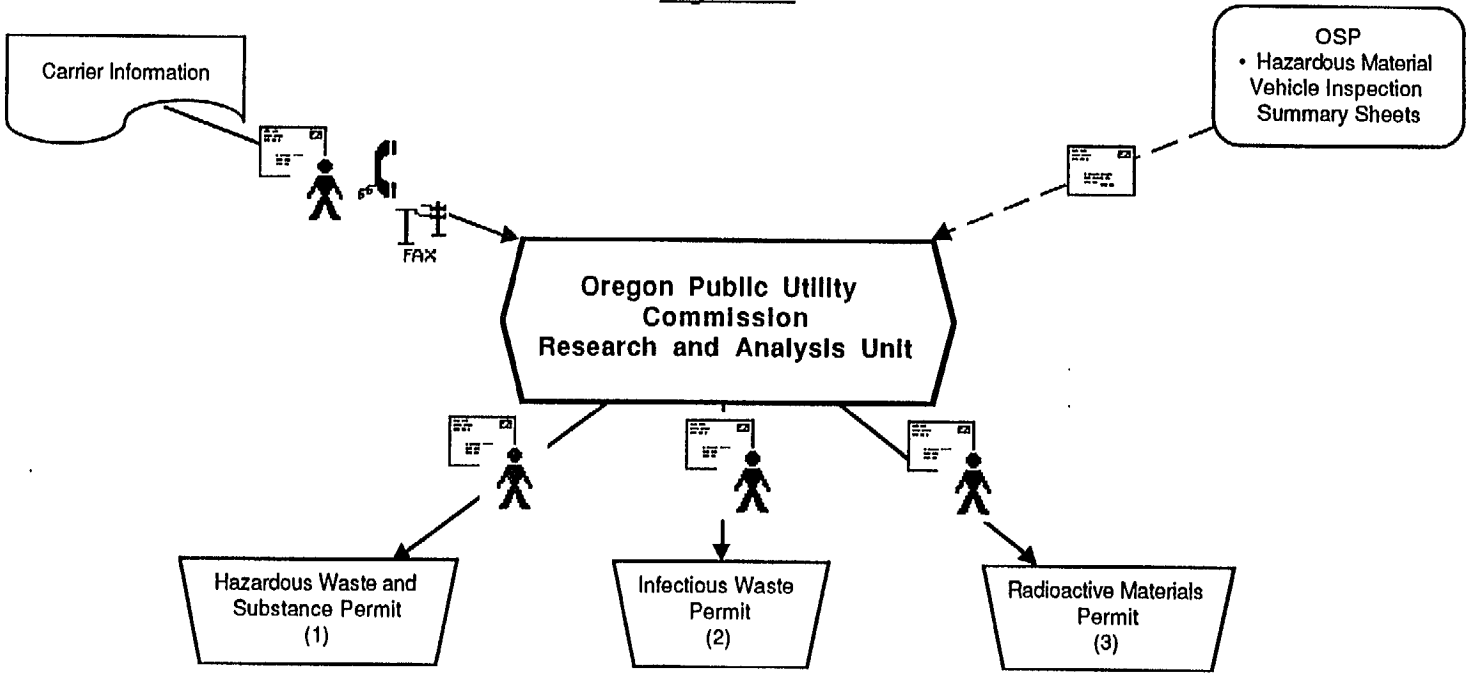
The OPUC Transportation Safety Division's Research and Analysis Unit regulates hazardous waste, infectious waste, and radioactive materials carriers in the state of Oregon. The OSP inspects the vehicles that carry such hazardous materials and notifies the OPUC of their safety status. Special inspections of these vehicles are carried out by the OPUC and by ODOT Weighmasters.

Transportation Planning (Figure 7).

The ODOT Transportation Development Section is responsible for collecting assorted commercial vehicle data that is used in the highway planning process in Oregon. This

Hazardous Materials

Figure 6.



NOTES:

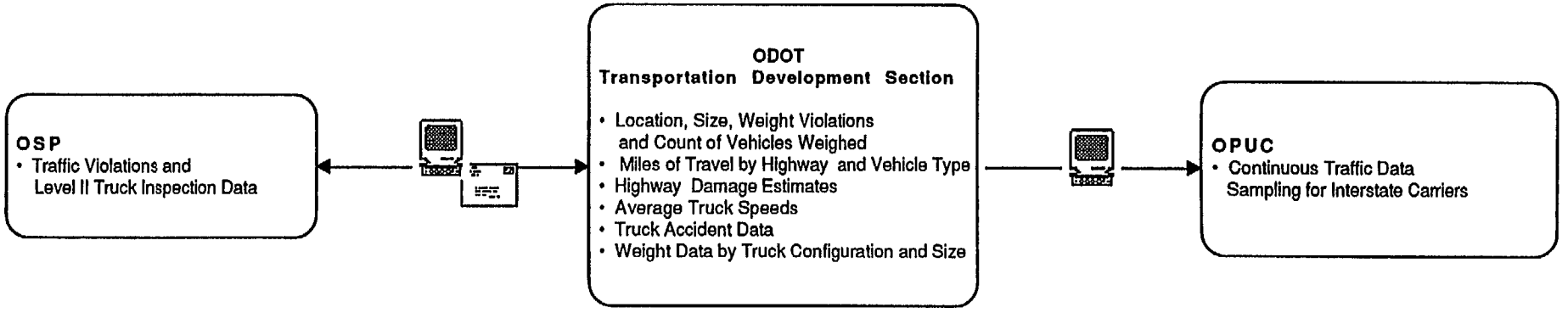
(1) Carriers who will carry flammable solid wastes or polychlorinated biphenyl wastes must file a Hazardous Waste and Substances Permit Application:
- Carrier name, phone #, address
- Emergency contact person and 24-hour telephone #
- Type of company ownership
- Names, titles of individual owner, all partners, or corporate officers
- Type of operation
- EPA Highway Transport #
- US DOT ID #
- Liability insurance company name
- Liability policy #
- Liability limits, effective date, expiration date
- Commodities to be transported
- OR highways and roads utilized
- frequency of shipments

(2) Carriers who will carry infectious wastes must file an Infectious Waste Transporter Registration Form:
- Carrier name, phone #, address
- Type of company ownership
- Names, titles of individual owner, all partners, or corporate officers
- Type of operation
- EPA HWT #
- US DOT ID #
- Type of infectious waste being transported
- State and county where infectious waste originates
- OR highways and roads utilized
- frequency of shipments
- type of waste treatment provided
- disposal method
- disposal location and county

(3) Carriers who will carry certain radioactive shipments must file an Oregon Radioactive Materials Transport Permit Application:
- Carrier name, phone #, address
- Name and title of contact person
- EPA HWT #
- U.S. DOT ID #
- Type of company ownership
- Names, titles of individual owner, all partners, or corporate officers
- Type of operation
- Type of radioactive material to be transported
- Annual number of shipments required
- Liability insurance company name
- Liability policy #
- Liability limits, effective date, expiration date
- OR highways and roads utilized
- frequency of shipments
- 24-hour emergency telephone #

Transportation Planning

Figure 7.



LEGEND:

Exhibit 2

	STATE AGENCIES			
	OPUC Motor Carrier Service	OPUC Res. and Anal. Section	ODOT Driver Services Sec.	ODOT Trans Permits Sec.
Carrier address	•	•	•	•
Carrier name	•	•	•	•
Carrier telephone number	•	•		
Frequency of shipments	•	•		
Insurance company name	•	•		
Insurance policy number	•	•		
Make of vehicle	•			•
Name of owner, partners, or corporate officers	•	•		
Name of specific comm. to be shipped or received	•	•		•
Number of axles	•			•
Origin and dest. of commodities being transported	•			•
Public Utilities Commission number	•			•
Title of owner, partners, or corporate officers	•	•		
Type of ownership	•	•		
US DOT Identification number	•	•		
Vehicle company number	•			•
Vehicle Identification Number	•			•
Vehicle plate number and state	•			•
Vehicle year	•			•

information can be easily obtained by both the OPUC and the OSP through ODOT's computer data base.

PORT OF ENTRY AND WEIGH STATION ACTIVITY

Another aspect of commercial vehicle operations that exists in Oregon is the activities that occur at weigh stations and at ports of entry. Oregon has 59 randomly operated weighing stations and six ports of entry. Ports of entry are staffed by both ODOT and OPUC personnel and are open 24 hours a day. The tasks performed by the Oregon Department of Transportation's Weighmasters Unit are outlined in Figure 8; tasks that are performed by OPUC at ports of entry are in Figure 9.

ODOT requires certain information from the vehicles, the drivers, and the carriers. The carrier information is accessed through computers located in most weigh stations and at all ports of entry. ODOT has enforcement capabilities, it can issue citations for overweight/oversize violations, driver violations, or equipment violations. They also conduct safety inspections on vehicles that are chosen randomly, do not have a current CVSA decal, or have an obvious defect. These Level I inspections can be conducted at ports of entry, weigh stations, or along the roadside.

OPUC personnel are located at ports of entry primarily to provide service to commercial vehicle operators. It performs many administrative functions such as, collect appropriate permit fees, weight-distance taxes, and penalties; and then issue base plates, apportioned plates, and other types of credentials to the driver and the vehicle. The OPUC also has interchange with ODOT and OSP concerning weight and carrier/vehicle information. Driver and vehicle information, such as current vehicle registration, commodity being carried, and odometer reading, are collected before any of the listed tasks are performed.

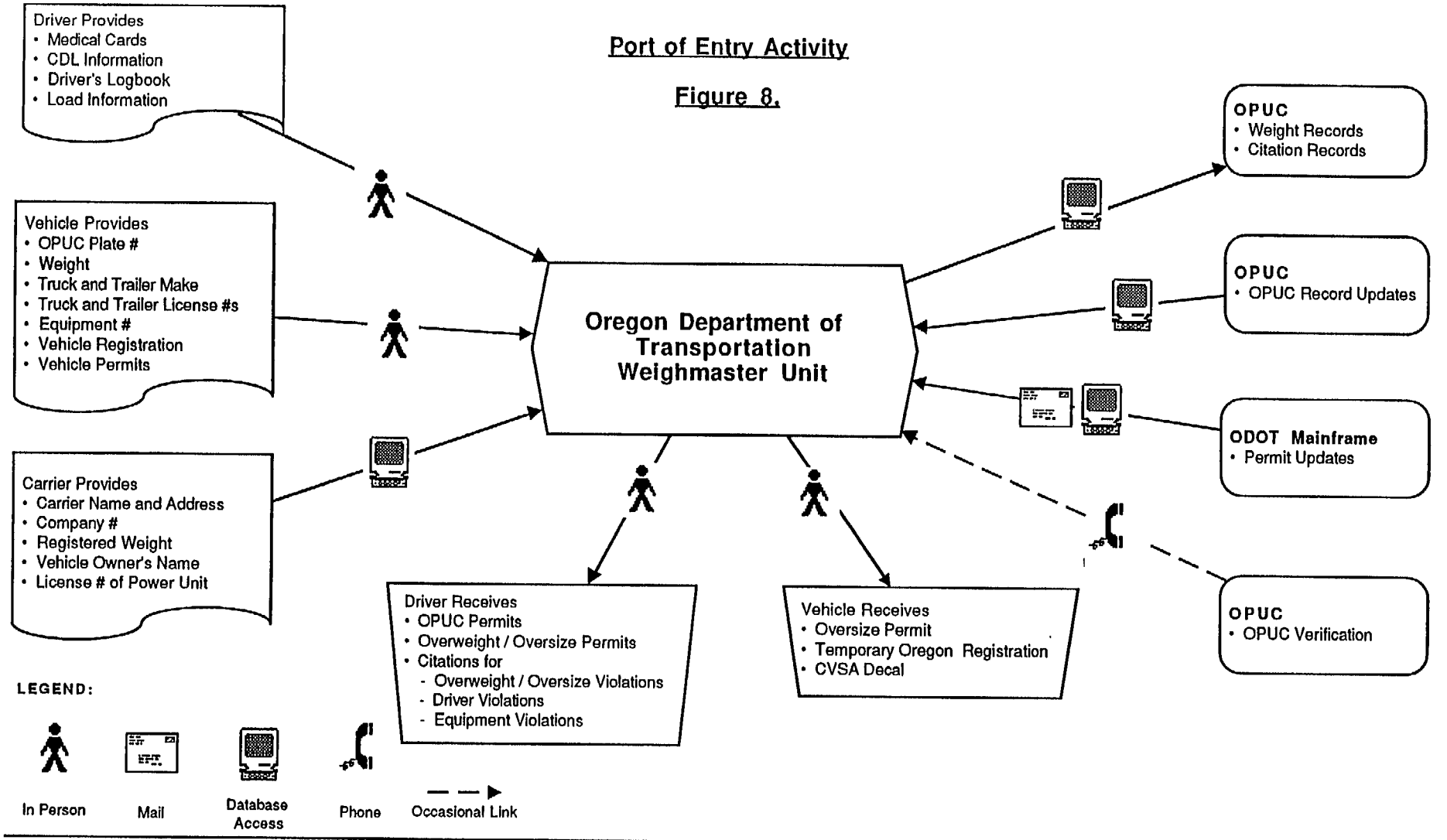
ODOT and OPUC interact extensively. Much of the shared information is sent or received via database, although mail and telephone inquiries are not uncommon. One final difference between ODOT and OPUC activities is that some types of vehicles that are exempt from regulation by one agency are not necessarily exempt by the other. The ODOT and the OPUC are occasionally joined at the ports of entry by the OSP, FHWA, sometimes city or county personnel, Department of Agriculture, and Forest Service. All of these agencies perform different tasks but may have some overlap.

MEMBERSHIP IN NATIONAL ORGANIZATIONS

Oregon participates in the following CVO-related national organizations:

Port of Entry Activity

Figure 8.



Special Notes:

Vehicles under 20,000 pounds gross weight are only weighed when a probable cause situation warrants enforcement action.

Tasks that may be Performed:

- Collect Truck Volumes and Counts
- Check Vehicle Equipment
- Check Drivers
- Collect Road Use Fees
- Enforce Weight and Size Laws
- Weigh Trucks
- Measure Trucks
- Enforce Federal Motor Carrier Safety Regulations
- Collect Weight Violation Fines
- Collect Permit Fees
- Conduct safety inspections on vehicles that do not have a current CVSA decal or have an out-of-service defect

Other Regulatory Agencies always present at Ports of Entry:

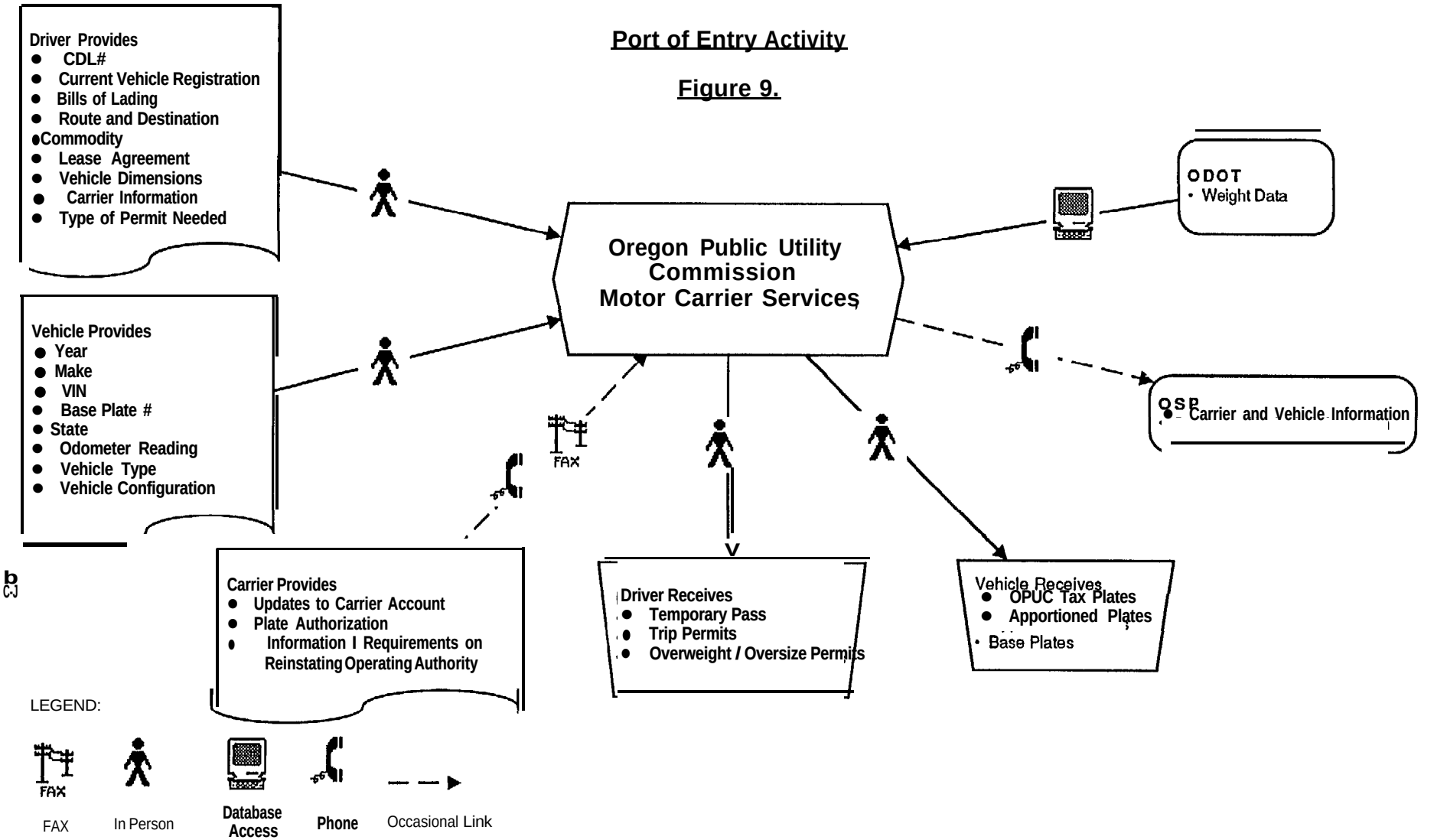
- OPUC

Other Regulatory Agencies occasionally present at Ports of Entry:

- Department of Agriculture
- U. S. Forest Service
- OSP
- FHWA
- County or City weight enforcement personnel

Port of Entry Activity

Figure 9.



Special Notes:

Vehicles under 26,000 lbs., farm vehicles, and vehicles operated by charitable organitations are exempt from all weigh station activities conducted by the OPUC.

Tasks that may be Performed:

- Issue Permits
- Issue Temporary Credentials
- Issue Apportioned Plates
- Issue Base Plates
- Reinstate Suspended Oregon Authority
- Collect Permit Fees
- Collect Weight-Distance Taxes
- Collect Penalties
- Check Vehicle and Carrier Insurance
- Check Trailer Registration
- Collect Weight Reports

Other Regulatory Agencies always present at Ports of Entry:

- OPUC

Other Regulatory Agencies occasionally present at Ports of Entry:

- Department of Agriculture
- U. S. Forest Service
- OSP
- FHWA
- County or City weight enforcement personnel

- Commercial Driver License Information System (CDLIS)
- Commercial Vehicle Safety Alliance (CVSA)
- International Registration Plan (IRP)
- Motor Carrier Safety Assistance Program (MCSAP)
- National Crime Information Center (NCIC)
- National Drivers Register (NDR)
- National Law Enforcement Telecommunication Network (NLET)
- Safety Net

Oregon is not currently a member of the International Fuel Tax Agreement (IFTA), but it will be joining this organization on January 1,1994.

DATA COLLECTION EFFORT

The evaluation summary culminates a lengthy process that included three key visits to the state of Oregon in order to discuss various CVO issues and to gather data that was utilized in developing the organizational and data flow charts.

The first meeting (May 1992) was set up to provide an introduction of the Crescent data base to the state agencies involved with commercial vehicle operations. This meeting was attended by one representative from the OSP, one representative from the trucking industry, six representatives from ODOT, three representatives from OPUC, one representative from FHWA, and one representative from Oregon State University.

The second visit occurred in April 1993. This visit was mostly a data gathering expedition and therefore personal interviews were conducted with each agency. The interviews were held with seven members from ODOT, three members from OPUC, and one member from OSP.

The third and final visit occurred in June 1993. This visit was to verify the CVO functions performed by all of the state agencies as well as to document any concerns that the agencies had regarding implementation of the Crescent data base. As in the second visit, the format of the final visit consisted on personal meetings with each agency. The same number of people were interviewed during this visit as during the second visit; however, there was one more individual from ODOT and one less from OPUC.

STATE AGENCY CONCERNS AND BENEFITS

Based on the views expressed by the state officials interviewed during the final visit, this section identifies the general and specific issues, concerns, opportunities and benefits of the

Crescent system from the perspective of the state as a whole and from each agency. In addition, Tables 1 - 2 indicate agency representative responses to a rating questionnaire regarding issues and opportunities raised by the Crescent demonstration system. This questionnaire was used during both the first and second surveys in order to gather input as to how the representatives' perceptions had changed over time and with hopefully, greater understanding and exposure to the demonstration program. The tables, however, only indicate the latest ratings as filled out by each representative in order to avoid unfair weighting of the answers.

General Perceptions.

Opportunities and Benefits. The three major agencies in Oregon with commercial vehicle regulatory functions had only a few benefits that were envisioned by all of their'representatives. These benefits tended to be improvement opportunities in the enforcement area and more efficient driver and vehicle safety inspections. Since the Weighmasters Section within the Motor Carrier Services Division of ODOT handles most of the enforcement activity at the ports of entry and at weigh stations, this section was commonly mentioned as the state unit that would gain the most from the implementation and widespread use of the Crescent data base.

Issues and Concerns. The key issue brought up by all Oregon agencies was the concern about the cost of Crescent. The implementation, maintenance and access costs are all components of the total cost picture. The development of uniform technical standards was also of critical importance as was the commitment needed by all agencies towards these standards. All of the representatives mentioned control of the data as being a valid issue. In addition, some agencies were concerned about the lack of driver information in the data base.

Specific Perceptions.

Oregon State Police

Agency concerns. This agency was concerned primarily with the integrity of the transponders and the data that was being processed using these transponders. Tampering of the transponders was also an issue with the OSP. In addition, this agency brought up the "Big Brother" concern that would result from the constant monitoring of commercial vehicles. Lack of a clear cost/benefit breakdown was another concern mentioned by the OSP because unforeseen costs can add up quickly for such a large data base.

Agency benefits. The OSP did not perceive any major benefits resulting from the widespread implementation of Crescent with the exception of some enhancements to the driver and vehicle safety inspection process. The OSP personnel can be used more efficiently, especially in monitoring driver hours of service using electronic log books rather than manually reading these books during each safety inspection. Another benefit, especially for trucks that are

involved in serious accidents, is the ability of using a transponder in identifying hazardous materials carried on a vehicle.

Oregon Department of Transportation

Agency concerns. The Oregon Department of Transportation, as noted previously, is divided into a number of divisions and sections. In order to properly distinguish what their concerns and benefits are, it is best to separately discuss three divisions (Transportation Development, License Control Services, and Motor Carrier Services) within this department. The first division, Transportation Development, had only one major concern -- cost. Due to budget constraints, the funds to support a large data base such as Crescent were not available. In addition, the Transportation Development Division took issue with relinquishing control and maintenance of the data base to a private firm such as Lockheed.

The key issue raised by License Control Services Division was that a detailed cost/benefit analysis must be completed. This division believed that there is currently a lack of demonstrated benefits for either the carriers or the agency. The Driver Services Section of License Control was also quite concerned about the lack of driver information on the data base.

The Motor Carrier Services Division, which includes the Weighmasters Section, had the most concerns of the three divisions. Again, one key concern was cost. Both implementation and maintenance costs were considered to be rather high. Data management was another issue brought up by this division. It stated that there was a real danger in the possible misuse or misinterpretation of information on the data base. One reason why this is especially sensitive is that the carriers must be ensured of their right to privacy for information stored on the data base.

The final concern stated by this division is probably their greatest. Oregon has been one of the first states in this country to invest heavily in automating their commercial vehicle regulatory functions. Therefore, any technological requirements made by Crescent that differ from their current systems are cause for concern. This is why they insist that uniform technical standards be developed and committed to by all respective implementation agencies. Currently there exist different standards for transponders, different size and weight standards between states, and different commercial vehicle classifications by state, to name just a few examples of non-uniformity. Adding to these variations, there is currently a lack of compatible hardware equipment in addition to the many existing data bases that are incompatible between states and agencies.

Other concerns noted by the three divisions of ODOT include:

- Absence of coordinated federal control
- Costly change in revenue collection operations

- Data integrity
- Difficulty in implementing technology upgrades on the data base system
- Frequency of downloads to agency from central computer
- High degree of inter-jurisdictional cooperation required
- Lack of coordination between the various CVO studies
- Private firms not allowed to install WIM devices on public roads
- Reliability of information and standards
- Simple and inexpensive vehicle equipment needed

Agency benefits. Once again, it is best to discuss the opportunities envisioned by the same three divisions of ODOT that were introduced in the previous section. The Transportation Development Division felt that with Crescent it could collect more and better data for transportation planning purposes. Improved data on vehicle configuration, tire usage and traffic volume counts could lead to better traffic management. The addition of truck origin and destination data would then create the possibility of congestion pricing on certain heavily-traveled commercial vehicle corridors.

The License Control Services Division believed that most of the Crescent opportunities would benefit the Weighmasters Section within the Motor Carrier Services Division. Their own division perceived only one minor benefit resulting from widespread utilization of the Crescent data base. This was the ability of eventually merging the vehicle and driver data bases into one integrated network which would allow for better record keeping and sharing between states.

Finally, we come to the Motor Carrier Services Division. This division, in addition to having the most concerns, also receives the greatest benefits. The biggest opportunity for improvement for this division lies in the enhancement of port of entry operations. Verification of permits, the screening of commercial vehicles, and uniformity of regulations at each port directly improves the efficiency of the port operations. In addition, carrier services improve to the degree that there are shorter lines queued at the ports of entry and there is a reduction in the number of trucks that need to be weighed on static scales. This division recognized opportunities in more effective deployment of enforcement personnel for regulating size, weight, and speed statutes. These enforcement personnel would also have an easier time monitoring the permitting and routing of hazardous material and mobile home carriers.

Oregon Public Utility Commission

Agency concerns. This agency was primarily concerned with the amount and control of the data on the Crescent data base. It realized that in order for the demonstration program to evolve into a comprehensive nationwide or even a regional network, many more carrier

participants and operational WIM/AVI sites would have to be added to the system. Not only are additional carriers necessary, but more specific information from each carrier and from each vehicle, are also required. With so much data, it is easy for an agency to become overwhelmed in its responsibilities and cease to function effectively because of information overload. The OPUC brought up two additional issues that were of concern to them: the lack of demonstrated benefits to the trucking industry and the need for the development of uniform technical standards. The resolution of these issues would help alleviate the lack of compatibility between existing commercial vehicle electronic technologies.

Agency benefits. The primary benefit perceived by this agency was improved auditing of carriers. Auditing functions include vehicle taxation, safety audits, and cross-validation with driver logbooks using electronic time/date stamps. These benefits would be good opportunities for carriers to enhance their productivity by being able to obtain pre-clearance for safety inspections and movement permits. In addition, OPUC noted that the data base will help improve enforcement of size, weight, and speed regulations.

Table 1

THE STATE OF OREGON

SUMMARY OF ISSUES AND OPPORTUNITIES

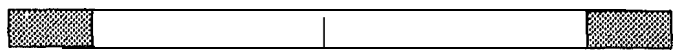
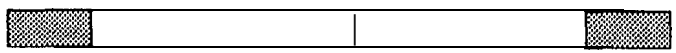
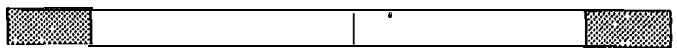
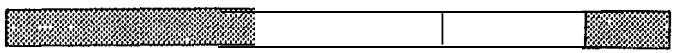
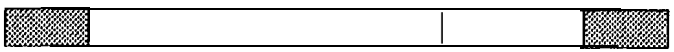
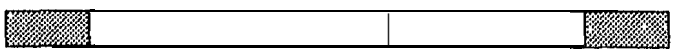
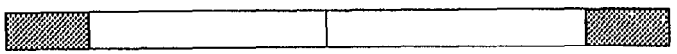
	ISSUES	Number of Responses	Results	Min.	Avg.	Max
			Strongly Disagree — Nuetral — Strongly Agree (1 2 3 4 5 6 7)			
1	Implementation of HELP Technology require changes to State Law.	10		1	3.8	7
2	Implementation of HELP Technology require changes to Agency rules and regulations.	11		1	4.2	7
3	Implementation of HELP Technology require changes to department policies.	11		1	4.2	7
4	A high degree inter-jurisdictional cooperation will be required for Crescent implementation.	11		4	6.2	7
5	My agency has sufficient technical expertise to fully implement HELP Technology.	11		3	5.3	7
6	Implementation of HELP Technology provides potential for significant regulatory agency improvements.	11		1	5.3	7
7	Capital costs of HELP Technology implementation are affordable.	6		3	4.3	6
8	Operational costs of HELP Technology represent significant potential savings compared to current techniques.	8		1	4.6	7
9	Allocation of motor fuel tax funds for IVHS Project is flexible and not of concern.	7		1	3.9	7

Table 1

THE STATE OF OREGON

SUMMARY OF ISSUES AND OPPORTUNITIES

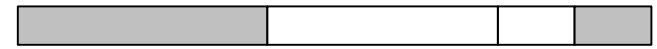
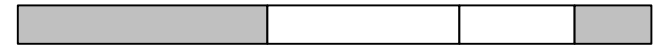
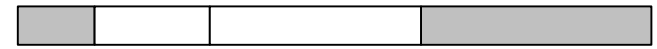
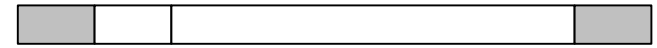
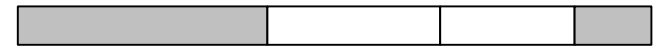
	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 Strongly Agree 7			
10	Risk sharing among public agencies and private manufacturers is a problem that needs addressing.	8		4	5.3	6
11	HELP Technology should be compatible with rail, ocean shipping, and intermodal Automatic Vehicle Identification (AVI) and Automatic Vehicle Location (AVL).	8		4	6.1	7
12	Implementation of HELP Technology depends upon development of uniform technical standards and commitment by all implementation agencies to these standards.	11		4	6.0	7
13	Realistic tolerances for Weigh in Motion (WIM) must be developed and incorporated into uniform standards.	8		3	5.9	7
14	Multi-transponder readers must be developed.	8		3	5.4	7
15	Privacy of data is not a concern in implementing HELP Technology.	11		1	2.5	5
16	Control of data is not a concern in implementing HELP Technology.	11		1	1.9	7
17	Implementation of the HELP Technology will have significant positive effects of the transport market and industry structures.	10		3	5.2	7

Table 2

THE STATE OF OREGON

SUMMARY OF ISSUES AND OPPORTUNITIES

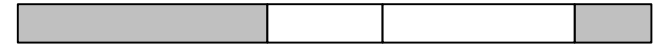
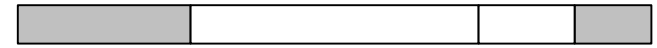
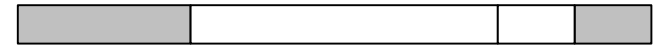
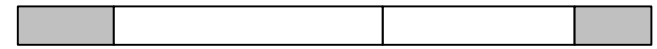
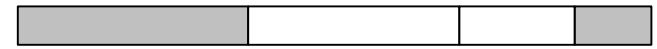
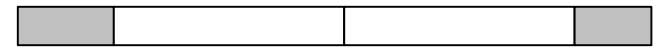
	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 Strongly Agree 7			
1	Implementation of the HELP Technology will have significant positive implications for the organization of the agency.	11		3	4.7	7
2	Implementation of the HELP Technology provides significant opportunities for motor carrier productivity and efficiency enhancement.	9		2	5.8	7
3	Availability of weigh-in-motion (WIM) with automatic vehicle identification (AVI) would significantly assist my agency's operations.	10		2	5.9	7
4	Automatic Vehicle Classification (AVC) would significantly assist my agency's operations.	8		1	4.5	7
5	Pre-clearance for safety inspections, permits, etc. using AVI would significantly assist my agency's operations.	9		4	6.2	7
6	One-stop shopping for licenses, registrations, and permits would significantly assist my agency's operations.	9		3	5.6	7
7	Automated, apportioned fuel tax administration which could be provided through implementation of HELP Technology would significantly assist my agency's operations.	4		4	5.0	7
8	Implementation of HELP Technology would simplify and improve the process of permitting hazardous material movements.	6		4	5.7	7
9	Advanced vehicle control systems (AVCS) would be of great interest to my agency.	9		1	4.3	7

Table 2

THE STATE OF OREGON

SUMMARY OF ISSUES AND OPPORTUNITIES

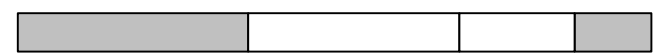
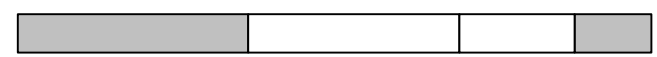
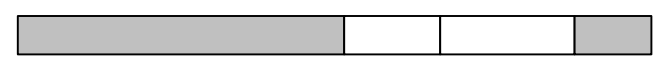
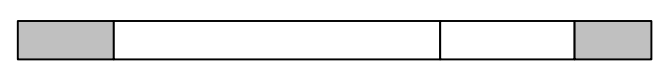
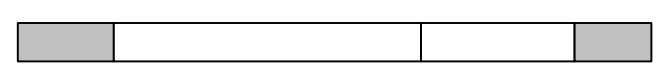
	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 Strongly Agree 7			
10	Implementation of HELP Technology would greatly assist transportation planning/origin-destination data collection.	7		4	6.0	7
11	Implementation of HELP Technology would greatly assist traffic engineering functions.	6		3	5.5	7
12	Implementation of HELP Technology would greatly assist those performing pavement and bridge design functions.	6		3	5.5	7
13	Implementation of HELP Technology would greatly assist enforcement of size/weight/speed regulations.	9		4	6.1	7
14	Implementation of HELP Technology would greatly assist in monitoring hazardous material movements.	6		4	5.3	7
15	Implementation of HELP Technology would greatly assist vehicle taxation functions.	8		4	6.1	7
16	Coordinated WIM/AVI data reports would greatly assist my agency.	6		4	5.7	7
17	Implementation of HELP Technology would enhance driver and vehicle safety.	10		1	5.2	7
18	Dynamic vehicle safety warning system would contributed to driver and vehicle safety.	10		1	5.0	7

Table 2

THE STATE OF OREGON

SUMMARY OF ISSUES AND OPPORTUNITIES

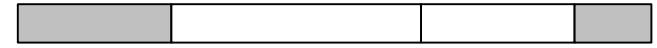
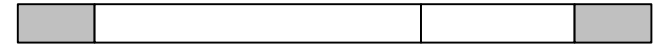
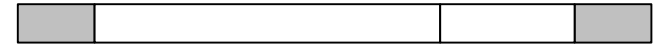
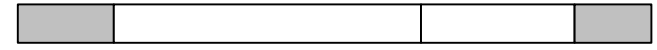
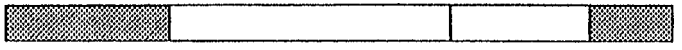
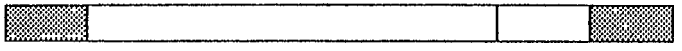
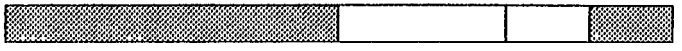
	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 7 Strongly Agree			
19	Real time communication of accident and/or weather information to commercial vehicle operators would be very desirable.	10		5	5.8	7
20	Driver fatigue and impairment countermeasures which become possible through implementation of HELP technology would significantly enhance safety.	10		4	5.8	7
21	Remote driver and vehicle safety inspections could greatly enhance safety.	8		5	6.0	7
22	Computerized maintenance records for commercial vehicles would enhance safety.	8		2	5.1	7
23a	Automation of the following state regulatory function would be desirable: License plate issuance	8		1	4.9	7
23b	Automation of the following state regulatory function would be desirable: Annual vehicle registration	4		1	5.3	7
23c	Automation of the following state regulatory function would be desirable: ICC operating authority	7		4	5.8	7
23d	Automation of the following state regulatory function would be desirable: Temporary registration	5		1	4.7	7
23e	Automation of the following state regulatory function would be desirable: Fuel tax registration, payment, and auditing	10		4	6.2	7

Table 2

THE STATE OF OREGON

SUMMARY OF ISSUES AND OPPORTUNITIES

	OPPORTUNITIES	Number of Responses	Results	Min.	Avg.	Max
			Strongly Disagree — Nuetral — Strongly Agree 1 2 3 4 5 6 7			
23f	Automation of the following state regulatory function would be desirable: Temporary fuel tax permits	4		4	5.8	7
23g	Automation of the following state regulatory function would be desirable: Weight-distance taxes	7		4	6.4	7
23h	Automation of the following state regulatory function would be desirable: Oversize and overweight permits	7		4	6.1	7
23i	Automation of the following state regulatory function would be desirable: Hazardous materials permits	6		2	5.3	7
23j	Automation of the following state regulatory function would be desirable: Issuance of truck credentials in one location	9		1	5.9	7
3k	Automation of the following state regulatory function would be desirable: Toll collection	5		4	6.0	7

CALIFORNIA STATE AGENCY CVO EVALUATION SUMMARY

ORGANIZATIONAL STRUCTURE

California has the most complex and detailed commercial vehicle organizational chart of the six states which are participating in the Crescent demonstration program. The executive branch in California, as shown in Figure 1, is divided into various categories, each of which is concerned with commercial vehicle operations to some degree. Three of the regulatory agencies --the California Transportation Commission, the State Board of Equalization, and the Public Utilities Commission (PUC) -- are multi-person entities that are either directly elected by the voters in California or appointed by the Governor. For example, the PUC has five commissioners appointed for a term of six years by the Governor with approval from the California Senate. The Board of Equalization (BOE) consists of five board members elected by the voters to serve four year terms. The BOE is unique in that it is the only state tax board in the United States that is elected and not appointed.

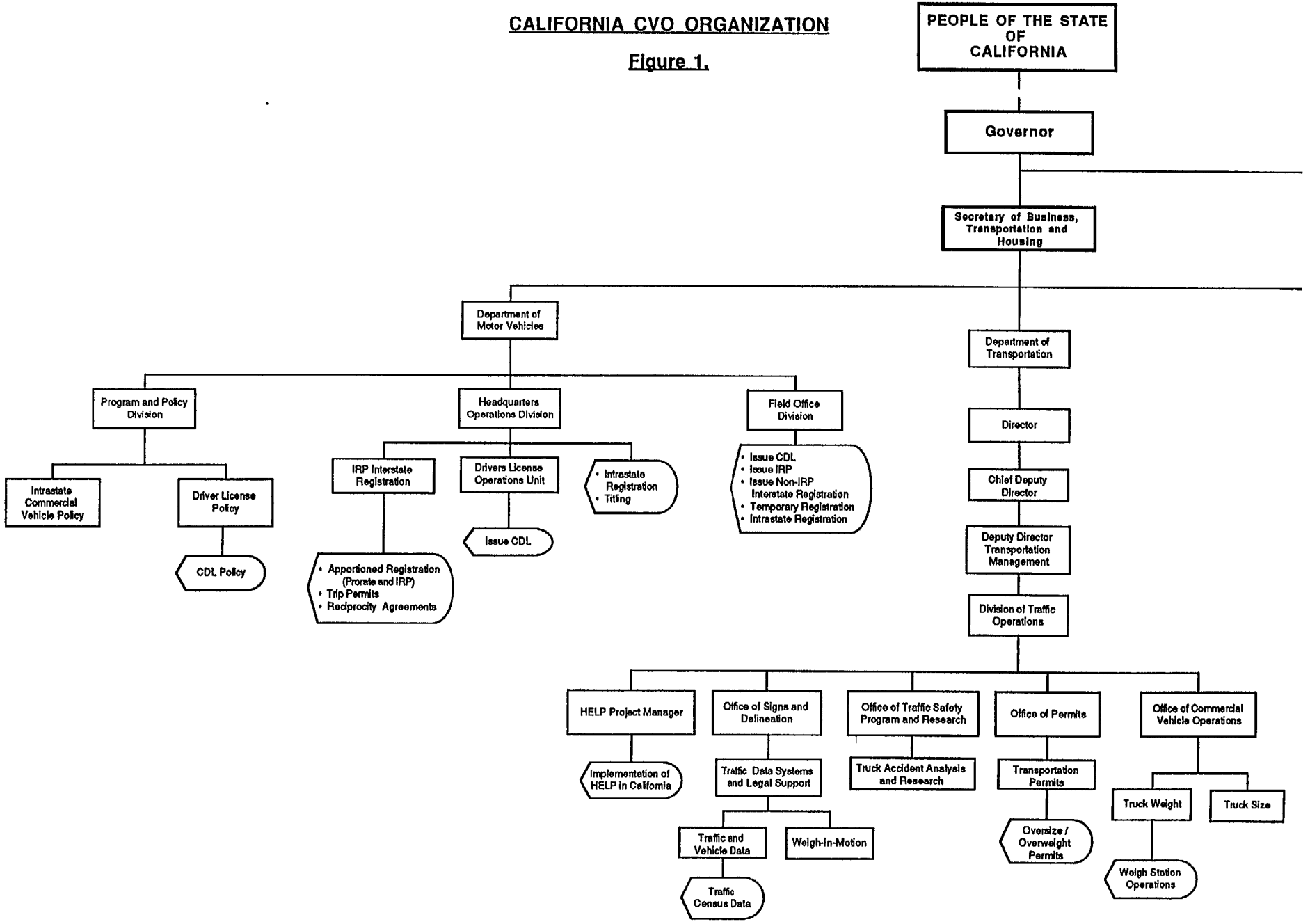
The other agencies on the organizational chart are headed by three Secretaries that form part of California's Executive Cabinet. These Secretaries are appointed by the Governor and consist of the directors of the Health and Welfare, Environmental Protection Agency (EPA), and Business, Transportation and Housing cabinet posts. Within the Health and Welfare agency, the Environmental Management Branch of the Department of Health Services oversees the Medical Waste Management Program which deals specifically with infectious waste transport The California EPA has two important departments involved with commercial vehicle operations. The first is the California Air Resources Board (CARB). The second department is that of Toxic Substances Control (DTSC). This department is charged with registering all hazardous waste transporters in the state under its Hazardous Waste Management Program.

The Secretary of Business, Transportation and Housing has the largest commercial vehicle operations regulatory responsibility in California This individual heads the Department of Motor Vehicles (DMV), the Department of Transportation (CALTRANS), and the California Highway Patrol (CHP). The Highway Patrol is the primary agency in California for performing all carrier, vehicle, and driver safety inspections both on the roadside and at the platform weigh stations. Additionally, the CHP is in charge of enforcing all aspects of California truck statutes such as size and weight enforcement.

A number of functions are performed by CALTRANS in relation to commercial vehicle operations. All weigh station construction and maintenance operations are handled by the Office of Commercial Vehicle Operations within the Traffic Operations Division. Oversize/overweight permits are issued by the Office of Permits. Commercial truck vehicle traffic and accident data

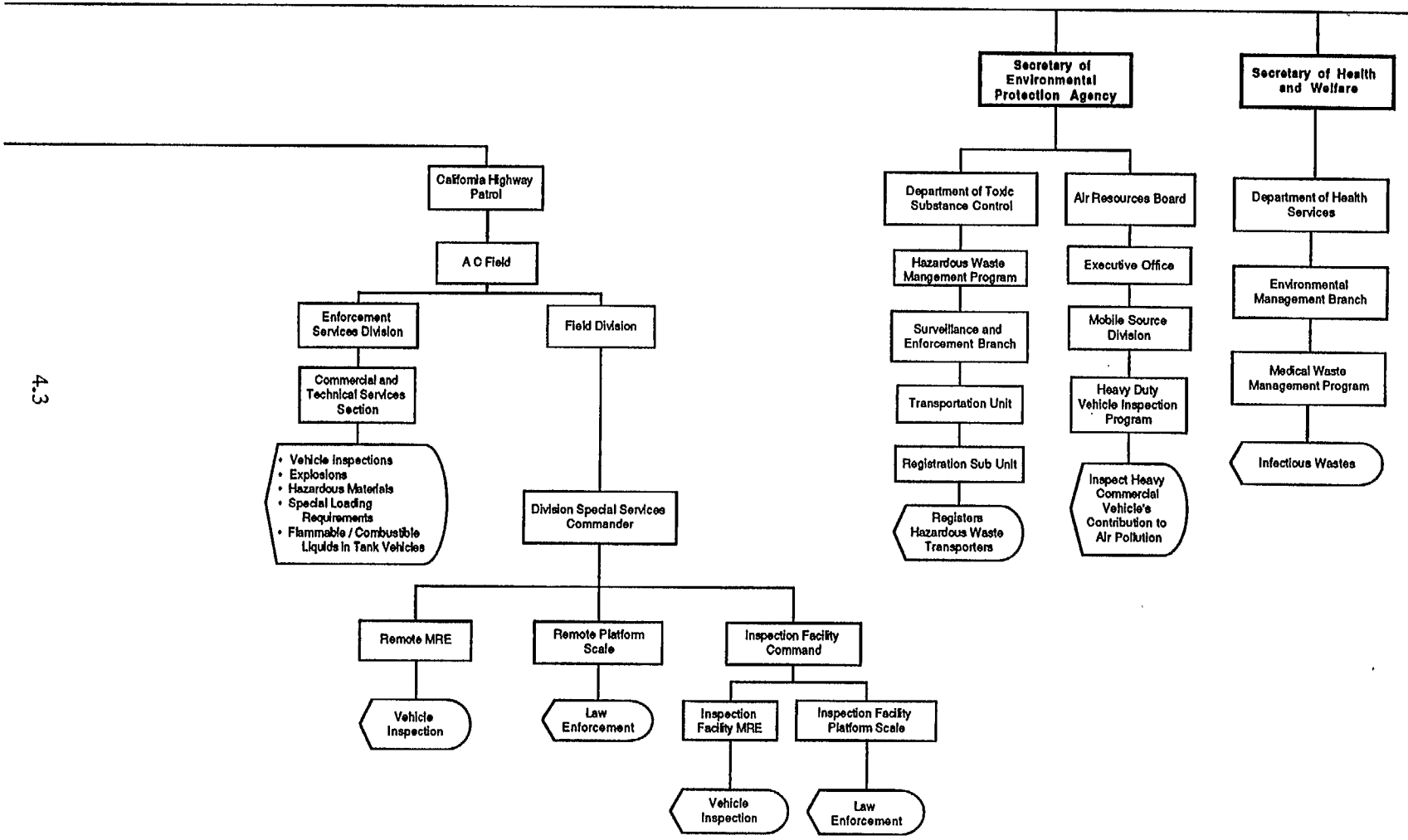
CALIFORNIA CVO ORGANIZATION

Figure 1.



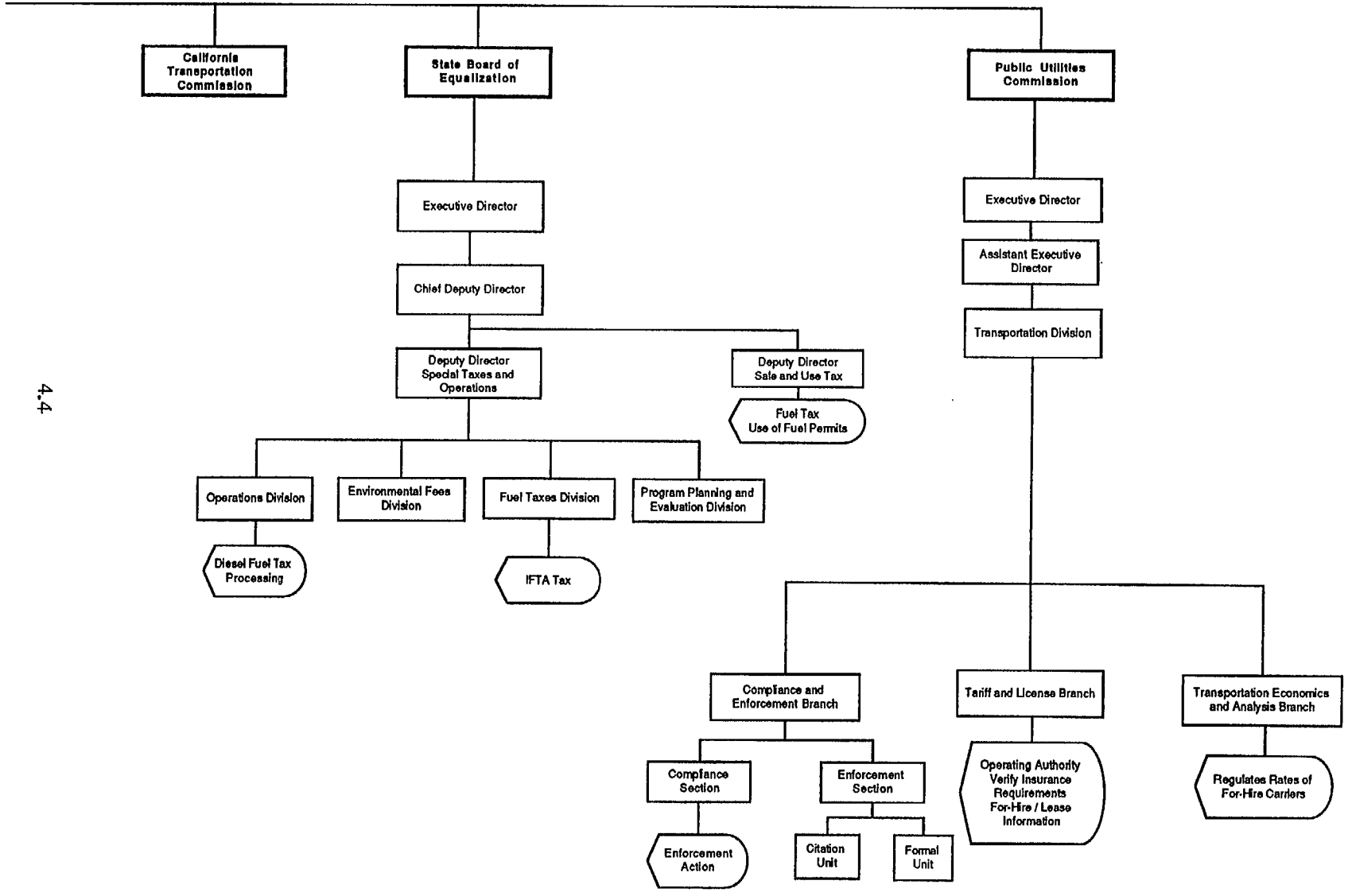
CALIFORNIA CVO ORGANIZATION

Figure 1.



CALIFORNIA CVO ORGANIZATION

Figure 1.



are collected by the Division of Traffic Operations. This division also handles the implementation of the Heavy Vehicle Electronic License Plate (HELP) program in California including the maintenance of all weigh-in-motion equipment.

Finally, the DMV handles interstate and intrastate registration of vehicles, apportioned registration (both IRP and prorated), and the issuance of commercial driver licenses. In addition, trip permits and temporary registration are also handled within this department. The Program and Policy Division has the task of designating what the intrastate commercial vehicle and commerciaI driver license policies should be in the state of California.

DESCRIPTION OF STATE AGENCIES

The following section describes the key California agencies that have some CVO responsibilities. This section also includes a description of some of the information links associated with these agencies. Please review Figures 2 through 10 for a schematic representation of these links. Exhibit 1 has also been provided to illustrate which CVO functions are performed by which state agencies.

California Department of Transportation.

The Office of Permits within CALTRANS is charged with issuing all oversize/overweight permits. CALTRANS also collects traffic census data, operates weigh stations, and is in charge of implementing HELP in California. In addition, CALTRANS and the CHP exchange information on oversize/overweight violations and on truck accidents. CALTRANS provides some commercial traffic census data through its Office of Signs and Delineation to CARB. CARB, in return, provides air pollution program status reports to CALTRANS. Occasionally, the Office of Signs and Delineation may request some vehicle volume data sorted by type and unladen weight from the DMV. CALTRANS also receives some carrier tax information from the BOE.

California Highway Patrol.

With the exception of tax collection, the CHP is involved, to some degree, in all of the commercial vehicle functions that take place in California. It is the agency that regulates all of the carrier, vehicle, and driver safety inspections and it also issues hazardous materials transportation licenses. In addition, the CHP conducts the Safetynet driver/vehicle inspections in the state and it enforces California's size and weight laws. Accordingly, the CHP has a lot of interaction with other regulatory agencies in California. The following agencies provide information to the CHP on a regular basis: CALTRANS -- weigh-in-motion information; DTSC -- database listing of hazardous waste transporters; PUC -- transportation planning data, carriers lacking in registration or insurance, and lists of vehicles used for passenger transportation;

Exhibit 1

		O FUNCTIONS															
		IRP Registration	Vehicle Registration	OS/OW Permitting	Truck Data Collection	CDL Issuance	Fuel Tax Administration	Issue Operating Authority	CVO	IFTA Tax Administration	Regulation of Carrier Rates	Weigh Station/POE Operations	Vehicle Safety Inspection	HazMat Permitting	Infectious Waste Permitting	Hazardous Waste Registration
State Board of Equalization	Special Taxes and Operations/Fuel Taxes Division									•						
	Sales and Use Tax Section						•									
Public Utilities Commission	Transportation Division/Compliance & Enforcement Branch								•							
	Transportation Division/Tariff and License Branch							•								
	Transportation Division/Economics and Analysis Branch										•					
Business, Transportation and Housing Agency	CHP/Commercial and Technical Services Section								•			•	•	•		
	DMV/Headquarters Operations Division	•	•			•										
	DMV/Field Office Division	•	•			•										
	CALTRANS/Office of Signs and Delineation				•											
	CALTRANS/Office of Permits			•												
	CALTRANS/Office of Commercial Vehicle Operations											•				
	CHP/Field Division/Special Services								•				•			
Environmental Protection Agency																
	DTSC/Hazardous Waste Management Program															•
	CARB/Mobile Source Division								•				•			
Health and Welfare																
	Department of Health/Environmental Management Branch														•	

California Law Enforcement Teletype System (CLETS) -- enforcement record status reports and driving violations; and DMV -- vehicle licensing and registration information.

Some agencies provide the CHP with other important information when requested: DMV -- pull notice information and vehicle volumes by type and unladen weight data; CARB -- air pollution program status reports; FHWA, ICC, PUC -- safety violation information. The CHP provides inspection reports when requested by CARB. Finally, the CHP regularly provides the following agencies with needed information: DMV -- accident reports and vehicles lacking insurance; and PUC -- carriers lacking insurance and carriers not complying with safety regulations.

CHP also operates the Management Information System of Terminal Evaluation Records (MISTER). Each carrier is assigned a CHP Carrier Number which is used to identify all records of that carrier. Operators who are required to keep log books, records of physical examinations, and other driver records required by the CHP, DMV, or the Department of Health Services must register their terminal address where these records are available for inspection with the CHP.

The CHP Hazardous Materials Section issues hazardous materials transportation licenses. These licenses are valid for one year. Cargo tanks and portable tanks exceeding 120 gallons capacity used to transport flammable or combustible liquids must be registered and annually inspected by the CHP. All vehicles and containers that are used in the transportation of hazardous waste are also inspected. In addition, CHP issues emergency vehicle permits, performs youth bus or general public paratransit vehicle inspections, provides inspection and maintenance station licenses, and licenses emergency ambulance or armored car operators.

California Public Utilities Commission.

The PUC issues operating authority for intrastate for-hire passenger and freight carriers. It registers interstate, intrastate and foreign commercial vehicle operators, verifies personal liability and property damage insurance coverage, and regulates economic circumstances of for-hire carriers. The PUC also issues highway carrier permits and certificates, passenger stage corporation certificates, and charter party carrier permits and certificates. The permits require proof of public liability, property damage, workers compensation, and cargo liability insurance. The Transportation Division of PUC licenses for-hire trucking and passenger carriers in California after ensuring that the carriers are properly insured and are operating safely. The PUC also registers all interstate and foreign for-hire carriers exempt from economic regulation by the interstate commerce commission (ICC) and it registers all interstate and foreign for-hire carriers holding ICC authority. Finally, the PUC issues minimum or maximum rate tariffs for the transportation of livestock, dump truck commodities, and used household goods.

Household goods carriers and limousine operators who operate illegally either without insurance or a PUC permit may have their telephone service disconnected. The PUC reports private carriers who fail to register or provide proof of insurance to the CHP. The PUC can suspend the carrier's registration if the carrier has failed to comply with safety regulations or enroll all drivers in the Pull Notice Program (this program will be discussed later). The PUC can also revoke the operating authority of a for-hire carrier who is subject of a complaint from the State Department of Industrial Relations for worker compensation violations.

The PUC provides the CHP with a list of commercial vehicles authorized for passenger transportation as well as lists of carriers who lack the proper insurance and/or registration requirements. The PUC receives safety violation reports from the DMV and insurance/safety non-compliance reports from the CHP. The CHP also submits any terminal inspection violations and equipment information to the PUC. The DMV provides vehicle licensing and registration information to the PUC. Transportation planning data collected by the PUC is provided to the CHP and to insurance companies who may have some use for this data. Finally, the DMV provides to the PUC cancellation notices of any commercial driver licenses.

Board of Equalization,

The BOE is the agency in charge of collecting most of the fuel taxes associated with commercial vehicles in California. It provides some of this tax information to CALTRANS and to the US DOT. In addition, the federal government receives monthly breakdowns of gallons of fuel distributed and consumed in the state of California from the BOE. The DMV provides vehicle registration information to the BOE for tax verification purposes. In exchange, the BOE provides confirmation of a carrier's tax status when requested by the DMV.

BOE issues fuel permits for vehicles that do not use gasoline. Retail sellers must also file vendor use fuel tax and sales tax returns with the BOE. A certificate of excise tax clearance is required by the BOE before the current owner of a diesel powered vehicle can transfer the title of his vehicle to a new owner.

Department of Toxic Substances Control.

The California DTSC is concerned with registering vehicles which transport hazardous wastes in the state. This annual registration is required for any mode of transport including highway, water, rail, and air. The Transportation Unit of the Surveillance and Enforcement Branch within the DTSC also coordinates carrier terminal inspections performed by the CHP. It communicates with the California Department of Health Services in order to receive infectious waste information before registering medical waste transporters. A computer tape containing the database of hazardous waste transporters is sent regularly to the CHP to be used for enforcement and inspection purposes.

California Air Resources Board,

CARB is charged with enforcing the commercial vehicle emission inspection program in California (Heavy Duty Vehicle Inspection Program -- HDVIP). It receives vehicle registration information from the DMV and occasionally it receives inspection reports from both the CHP and CALTRANS. CARB provides HDVIP status reports to CHP and, when requested, to CALTRANS and the California Energy Commission (CEC). Enforcement status reports are regularly provided to both the CHP and the CEC. CARB also receives some emissions information from CALTRANS during transportation planning collection periods.

Department of Motor Vehicles.

The DMV performs a variety of commercial vehicle functions. The DMV collects title and registration fees, verifies air quality and Federal Heavy Vehicle Use Tax (FHVUT) Compliance, administers the International Registration Plan (IRP) in California, and tests and licenses commercial drivers. It also licenses and registers all commercial vehicles based in California. Because it has an important role in commercial vehicle operations, the DMV receives information from a number of different regulatory agencies. These include a list of vehicles that do not have the proper insurance from the CHP, a list of driver traffic law violation from the California Court System, accident reports from the CHP, and driver records from the Commercial Driver's License Information System (CDLIS) and the National Drivers Register (NDR) Occasionally, the DMV will receive a confirmation of a carrier's tax status from the BOE.

The DMV also provides a lot of information to other California regulatory agencies. These include vehicle registration information to CARB, CHP BOE, and PUC, and safety violation reports to the PUC. When requested, the DMV also provides vehicle volume by type and unladen weight data to CALTRANS and CHP, driver license cancellation notices to the PUC; and pull notice information to the CHP. Finally, it should be mentioned that the DMV has the responsibility of collecting motor vehicle excise taxes from the carriers. The DMV can also audit apportioned registration applications at its discretion.

STATE AGENCY CVO FUNCTIONS

The following section of the report describes some of the commercial vehicle functions performed in California. Please consult Figures 2 through 10 for a schematic representation of these commercial vehicle functions. Exhibit 2 has been provided at the end of this section to indicate the common elements of information that are collected by the various state agencies during their commercial vehicle operations tasks.

Commercial Driver Licensing - CDL (Figure 2)

The California Department of Motor Vehicles (DMV) is responsible for issuing, monitoring, and maintaining records for commercial driver licenses.

To qualify for a CDL, a driver must first pass a knowledge test, road test, and pre-trip inspection test in order to show awareness of the rules of the road and competence in driving a commercial vehicle. The DMV requires that drivers have a physical exam every two years. Additional testing is also required to upgrade the CDL. Under most circumstances, the driver can walk out of the DMV facility with a permanent, California-issued CDL.

If the driver is upgrading or transferring the CDL from another state, the CDLIS and NDR national databases are checked to ensure that the driver possesses only one license, the license has not been suspended, revoked or canceled, and the driver has not been disqualified.

Drivers who are required to have a Class A or Class B driver's license or special certificates to drive are required to be enrolled in the DMV Pull Notice Program. This program notifies participating trucking companies when a driver's DMV record is posted with a conviction or an accident. Owner/operators with PUC operating authority need not enroll in the Pull Notice Program.

The DMV issues the following special endorsements: ambulance driver, radioactive materials, tour bus, school bus driver, school pupil activity bus, farm labor vehicle, youth bus, and general public paratransit vehicle.

Vehicle Licensing and Registration (Figure 3).

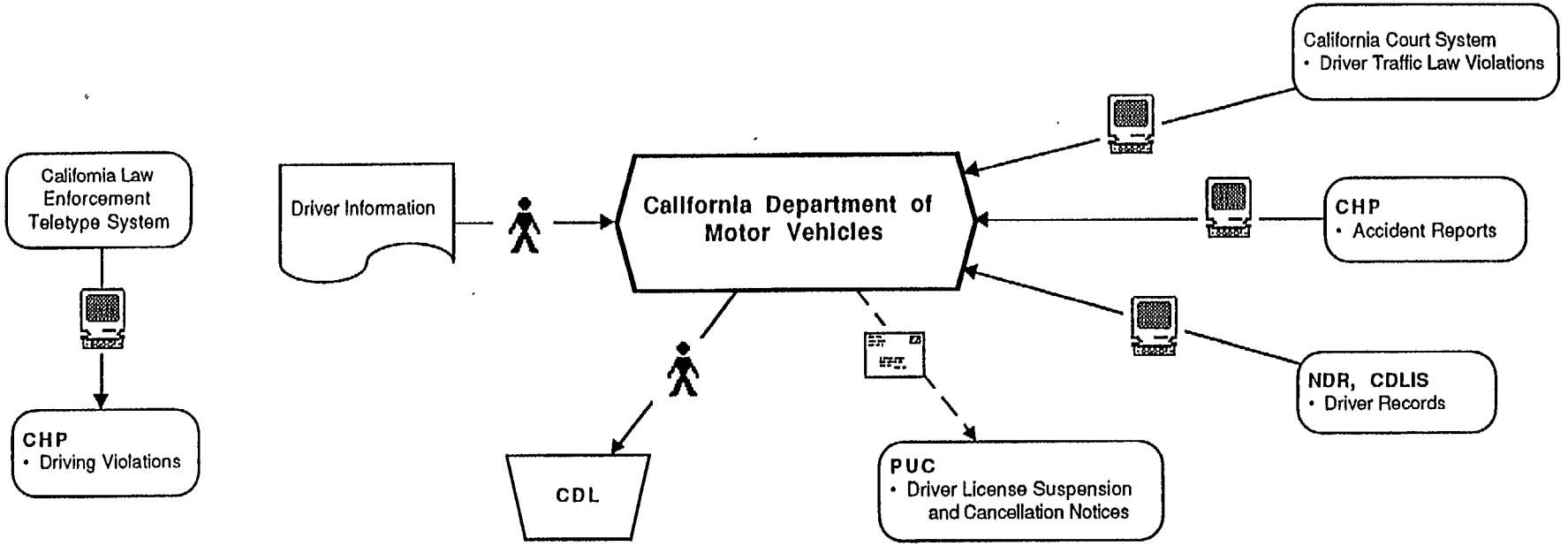
The California DMV handles all of the vehicle licensing and registration requirements in the state. Temporary operating authority (60-day) permits are provided when needed. All intrastate vehicles also receive registration license plates. Most of these functions can be performed either at the Headquarters Operations Division or at any field office.

The DMV requires proof of payment of the FHVUT prior to registration of commercial motor vehicles. California does not register by gross vehicle weight (GVW); therefore proof must be submitted for all vehicles with an unladen weight of more than 8,000 pounds. However, if the combined GVW will be less than 55,000 pounds when fully loaded, no proof is required.

The DMV IRP Section honors three basic agreements for the operation of interstate commercial vehicles: a) bilateral prorate agreement [CA, AK, British Columbia]; b) interstate reciprocity agreement [DE, HI, ME, Manitoba, District of Columbia, New Brunswick, NJ, Nova Scotia, Ontario, Prince Edward Island, Quebec, RI]; and c) IRP -- licensing and reciprocity agreement between 46 jurisdictions. Base license plates and cab cards are issued to IRP apportioned interstate vehicles.

COMMERCIAL DRIVER LICENSING

Figure 2.



LEGEND:

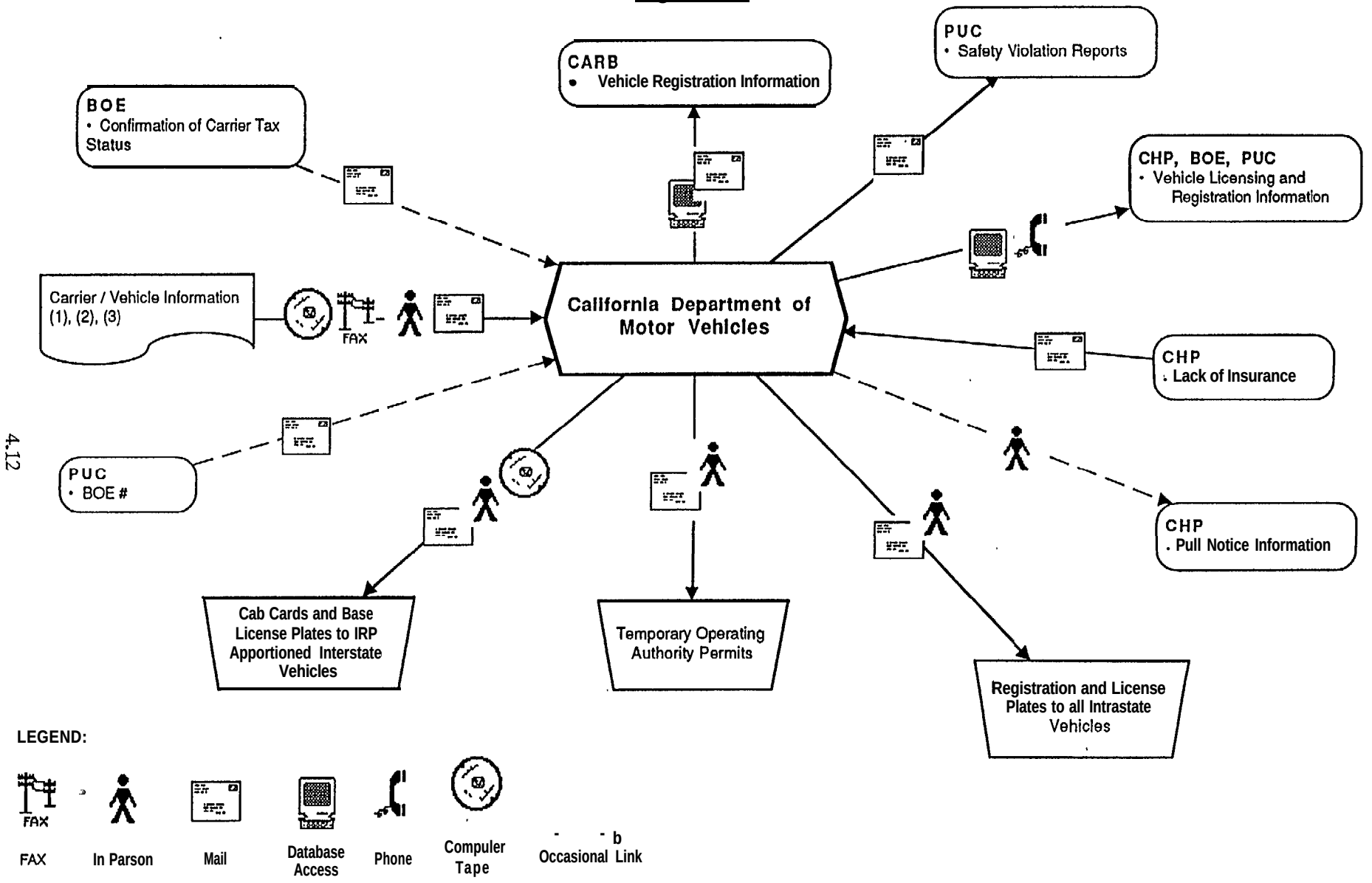
NOTES:

Driver Information

- Knowledge test(s)
- Road test
- Pre-trip inspection test
- Application for Commercial Driver's License
  - Driver name, address
  - Class of license requested
  - Endorsements requested
    - passenger transportation
    - double/triple
    - tank vehicle
    - hazardous materials/waste
  - Date of birth
  - Driver social security #
  - Height, weight, sex of driver
  - Eye color, hair color
  - CA driver license #, if any
  - Daytime telephone #
- Medical Examination Report
  - Driver name, address
  - Social Security #
  - Driver license #
  - Class of license
  - Date of birth
  - Height, weight, eye color, hair color, sex
  - Work and home telephone #s
  - Health history
  - Doctor's name and title
  - Doctor's address, medical #, telephone #
  - Date of exam

VEHICLE LICENSING AND REGISTRATION

Figure 3a.



Please consult the following page for notes pertaining to the flow chart.

Figure 3b.

Vehicle Licensing & Registration

Note: DMV registers all intrastate carrier vehicles.

(1) Application for Original Registration:

CA license plate #
VIN
Vehicle make, year, model, body type
Fuel type, # of axles, unladen weight
Cost of vehicle purchased and date of purchase
OR
Present value of vehicle
Names and social security/federal tax ID #s of registered owners
Owner's address
Name, address of lien holder
Daytime telephone #
Odometer reading
Date vehicle first entered CA
Date vehicle first operated in CA

Exempt vehicles that don't need to register include those owned by a
- state agency
- civil air patrol
- disabled veteran
- fire department
- U.S. government
- political subdivision
- law enforcement agency

(2) To register as an apportioned interstate carrier, the following forms need to be filled out:

a) Apportioned fleet Registration Application
- Carrier name, address, telephone #
- Fleet #
- License year
- Account #
- CA Board of Equalization Fuel Tax #
- Contact person, address, phone #
- Declared jurisdictional weights in IRP states
- Vehicle information

CA title license #
Prior plates and states
Base state plate #l, base state
Equipment #
Year, make, VIN
Vehicle type
# of axles
# of seats, if bus
Type of fuel
Unladen weight
Gross weight
Combined gross weight
Factory list price
Latest purchase price
Date of purchase
- Date first operated as a fleet
- # of months registration requested
- # of power vehicles in fleet
- # of trailers in fleet
- Total # of vehicles in fleet

b) Mileage Schedule
- Carrier name
- Account #
- Fleet #
- License year
- CAPUC#
- State of incorporation, if incorporated
- CA BOE fuel tax #
- Canadian Province Authority #
- ICC permit #
- Type of Carrier (private, haul for-hire, rental, household goods)
- Telephone #

c) Proof of payment of Federal Heavy Vehicle Use Tax (IRS Form 2290)

d) Record of Maintenance Agreement
- Carrier name, address

e) Statement of Safety Facts
- Vehicle license #
- Make of vehicle
- VIN

f) Operations Information
- Carrier name, address
- Account #
- Fleet #
- License year
- Type of route used (regular, irregular)
- Carrier classification (common, contract, private, rental)
- Primary types of loads carried

g) Vehicle Verification Form

h) Board of Equalization Form

i) Individual Vehicle Mileage Record
- Carrier name
- Fleet #
- Driver name
- Departure date. return date
- Departure location, destination
- Truck #. trailer #
- Odometer reading (beginning and ending)
- State #, state name
- Routes traveled
- Stateline odometer reading (beginning and ending)
- Total miles traveled

(3) California Temporary Registration Authorization
- Base plate #
- Unit #
- Year, make, VIN
- Weights in each jurisdiction
- Carrier name, address

Operating Authority (Figure 4).

The California PUC Transportation Division has primary responsibility for issuing operating authorities in the state of California. These authorities are known as permits or certificates and there are eleven different types of highway carrier authorities. In order to receive a certificate or permit, the highway carriers must first complete up to 18 different forms. The PUC also processes the applications for ICC carriers, ICC-exempt carriers, and private carriers. These carriers are required to have the proper insurance coverage before being registered.

The PUC authorizes carriers only if they are financially and organizationally capable of complying with CHP highway safety rules, have a preventative maintenance program in effect for their vehicles, regularly check driving records of their employees and subhaulers, and have a safety education and training program in effect.

The PUC also issues Charter Party permits for (1) carriers using vehicles with under 15 passenger seating capacity and under 25 feet in length, (2) round trip sightseeing, or (3) carriers who provide special transportation services [limited to a 50-mile radius] to industrial and business firms, government agencies, or private schools.

Weight and Size Regulations (Figure 5).

The CALTRANS Division of Traffic Operations, Office of Permits handles the issuance of all oversize/overweight permits in the state of California. The vehicle information can be sent to the Office by facsimile or physically brought to the office by a vehicle representative. The transportation permits are then either mailed or provided directly to the representative. The penalty for transporting oversize or overweight loads without a permit is punishable by a $500 fine and/or six months in jail.

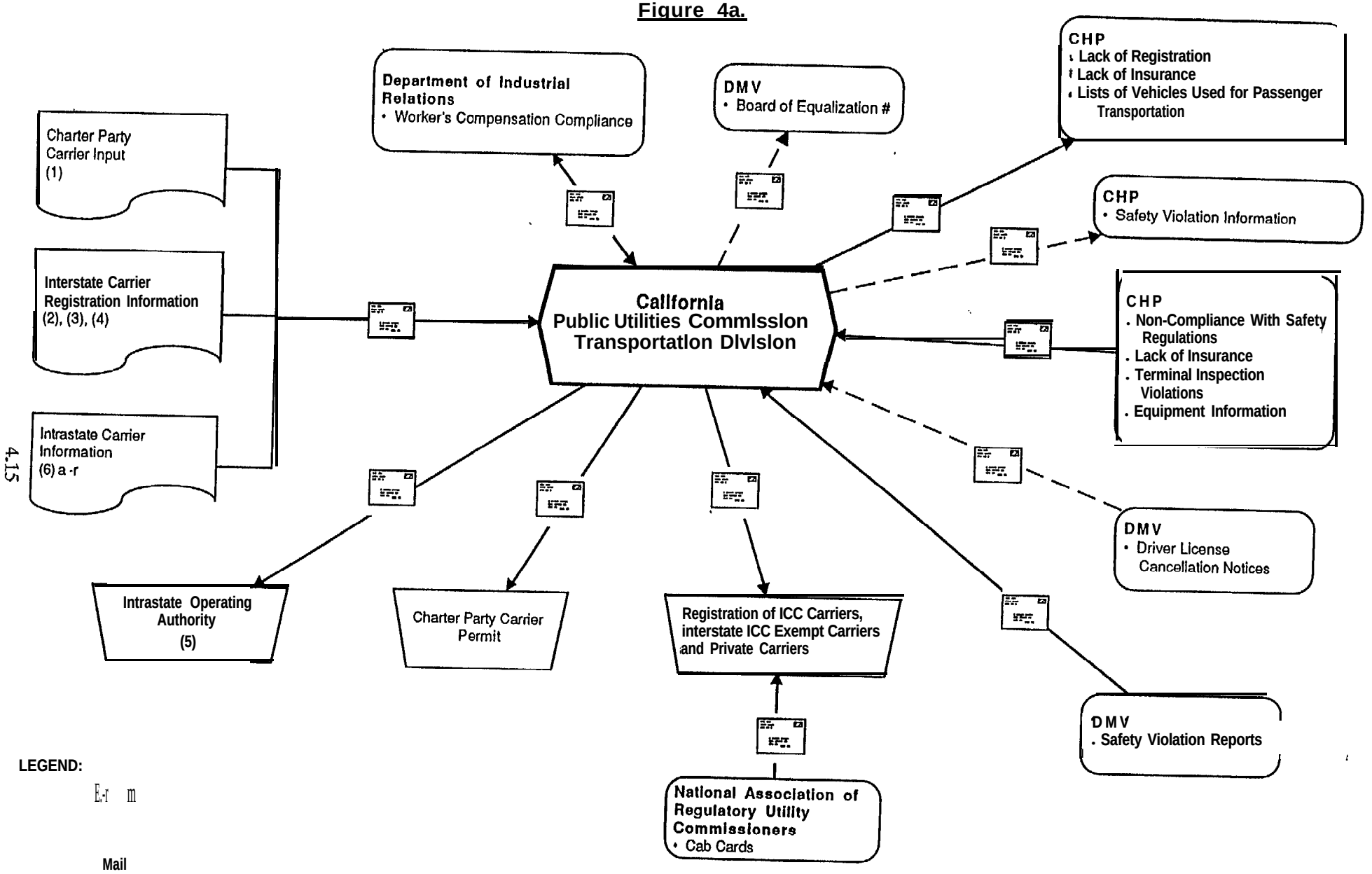
Safety Regulation (Figure 6)

The CHP is the primary agency charged with enforcing California's commercial vehicle safety regulations. The main types of inspections include a Safetynet driver/vehicle inspection, a safety compliance report, a vehicle/equipment inspection, and a truck terminal inspection. All of these inspections are conducted by CHP personnel and at the conclusion of the inspection, the entity being inspected will receive a warning, citation or inspection sticker. In addition, all California based carriers are required to file their Carrier Profile with the CHP. These profiles are then entered into the MISTER system explained earlier.

The CHP inspects vehicles and records at California truck terminals every two years. Each terminal inspection costs $400. However, if there is only one terminal, one power unit and less than three towed vehicles, then the fee is $100. State and local government agency vehicles must also undergo the biennial inspections but they are exempt from the inspection fees. Failure

OPERATING AUTHORITY

Figure 4a.



4.15

Please consult the following pages for notes pertaining to the flow chart.

Figure 4b.

Operating Authority

(1) Carrier Party Carrier application:

- Type of ownership
- Name, address of carrier
- If corporation, date and state of incorporation
- Names, titles, addresses of principal officers
- # of company shares held by principal officers
- Carrier's experience in transporting passengers
- Type of charter party permit requested
- Description of proposed charter services
- Vehicle Inspection Fee Statement
  - Carrier name and address
  - Carrier telephone #
  - Total # of vehicles to be utilized
- Equipment Statement of Applicant
  - Carrier name and address
  - Carrier telephone #
  - Vehicle equipment list
    - Year, model of vehicle
    - Make
    - VIN
    - Seating Capacity
    - Body type (bus, van, limousine)
    - Length of vehicle
    - DMV license #

(2) Uniform Application Registration of ICC Carriers

- Carrier name and address
- ICC operating authority #
- Type of route (regular, irregular)
- Type of carrier (common, contract, passenger, private)
- If corporation, state in which incorporated
- Name of president and secretary
- If partnership, names and addresses of partners
- # of identification stamps needed

(3) Uniform Application For ICC Exempt Carriers

- Carrier name and address
- Type of exemption
- Type of carrier
- If partnership, names and addresses of partners
- If corporation, state in which incorporated
- President's and Secretary's names
- # of identification stamps needed
- Proof of personal liability insurance
- Proof of property damage insurance

(4) Private Carrier Registation Application

- Proof of public liability insurance
- Name of individual, corporation, or all partners
- Address
- Contact name and phone #
- Type of transport
  - passengers
  - general commodities
  - petroleum products
  - hazardous materials

(5) The PUC issues eleven different highway carrier permit . Some of these are:

- Agricultural carrier
- Cement Contract carrier
- Dump truck carrier
- Heavy-specialized carrier
- Highway contract carrier
- Household goods carrier
- Livestock carrier
- Tank truck carrier
- Vacuum truck carrier

(6) All of the above carriers need:

- Public liability, property damage, and worker's compensation insurance
- Cargo liability insurance (for Household goods carriers only)
- Surety bond of $15,000 if hiring any subhaulers
- Surety bond of $2,000 if carrying any C.O.D. shipments
- Hazardous Materials insurance if handling hazardous materials
- Petroleum public liability and property damage insurance if hauling any petroleum products

In order to receive a permit, the highway carriers need to fill out all of the applicable forms listed below.

(a) Highway Carrier Permit Application
- Type of business ownership
- Name of partners, individual, or corporation
- Carrier address, phone #
- If corporation, date and state of incorporation
- Names, titles, and addresses of corporate officers
- # of shares owned by each corporate officer
- Proposed commodities to be transported
- Proposed geographic area of operation
- Name, address, telephone # of insurance agent
- Name and title of person taking the written examination (for Household Goods Carriers only)
- Name and address of bank

(b) Statement of Residence

(c) Partnership Agreement Form (if partnership)
- Name, address, phone #, and % interest of each partner

(d) Articles of Incorporation (if corporation)

(e) Request for Tariffs (not required for agricultural, heavy-specialized, tank truck or vacuum truck carriers)

(f) Report of Equipment
- Carrier name, address, phone #
- Vehicle description
  - State of registration
  - License plate #
  - VIN
  - Equipment code (semitrailer, dolly, etc.)
  - Body code (flatbed, tractor, etc.)

(g) Balance Sheet

(h) Working Capital Form
- Current assets
- Labor expenses
- Equipment fixed expenses
- Equipment operating expenses

Figure 4c.

- Overhead expenses
- Contingency expenses

(i) Certificate of Support (not required of Household Goods Carriers)
- Carrier name
- Commodities to be transported
- Areas served
- Total volume of freight to be transported in first year
- Accessorial services to be provided
- Rates charged for the transportation of commodities &
- Gross revenue for first year
- Rates charged for accessorial services &
- Approximate gross revenue for first year
- PUC#
- Authorities held by carrier
- Name, address of bonding company
- Subhaul bond #, effective date
- Carrier address, phone #

(j) Profit and loss Statement Form
- 25 different expense figures

(k) Release of Information
- Bank name, address, phone #
- Type of bank account
- Account #
- Amount of money in account

NoteL This last figure is also required from the non-applicant spouse of a married applicant if said applicant is an owner/operator

(l) Hazardous Materials Certificate (not required of Household Goods Carriers)

(m) Highway Safety Requirements Form
- Preventive maintenance schedule copy
- Driver's daily vehicle condition report form
- Description of carrier's safety education and training program
- Name of person in company who is responsible for highway safety

(n) Owner/Operator Questionnaire
- Owner/Operator's name, driver's license #
- If incorporated, all family member's names and their driver license #s

(o) Worker's Compensation Form

(p) Certificate of Household Goods Carrier (only for such carriers)
- All driver names, license #s, expiration dates
- All driver license classifications

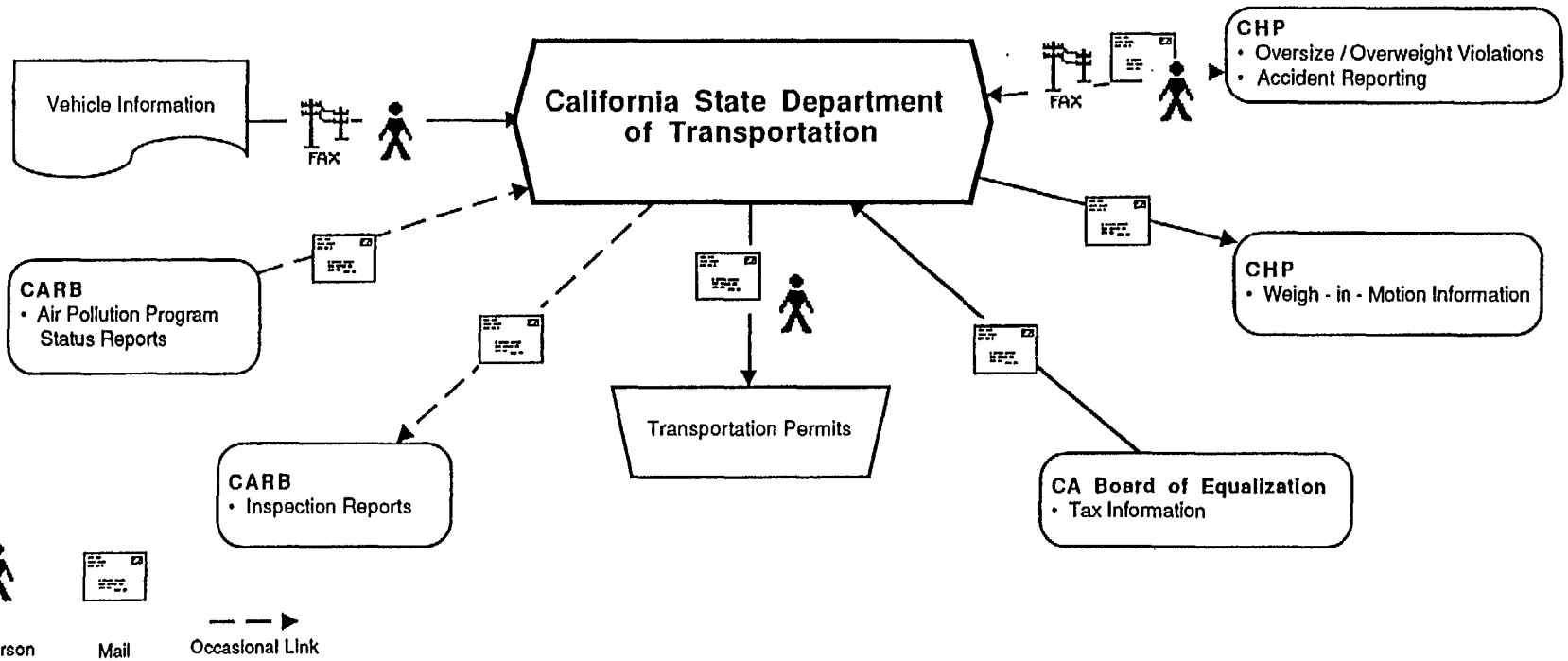
(9) Fictitious Business Name Statement Filing with County Clerk and Proof of Publication (Household Goods Carriers only)

(r) Carrier Profile Form
- Carrier name, telephone #
- Estimated company fleet mileage within CA during last year
- Carrier address
- PUC#
- IRP # and base state
- USDOT#
- Type of operation
  - Private
  - Common
  - Contract
  - Hazardous Material Shipper
  - Federal-State-Local Agency
- Type of commodity transported
  - Hazardous materials
  - Hazardous waste
  - Explosives
  - General Freight
  - Bulk
  - Passengers
- Legal owner
- Emergency contact person, day and night phone #s
- Address where carrier keeps driver and vehicle records
- Driver Statement of Applicant
  - Carrier name, address, phone #
  - Name, birth date
  - CA driver license # of all drivers
- # of limousines owned by carrier
- Financial Balance Sheet
- Name and address of bank
- Name, address, phone # of insurance agent

Note: ICC operating authority exemptions include unprocessed commodity carriers, shellfish carriers, and carriers transporting within or between designated "commercial zones" in California.

WEIGHT AND SIZE REGULATIONS

Figure 5.



NOTES:

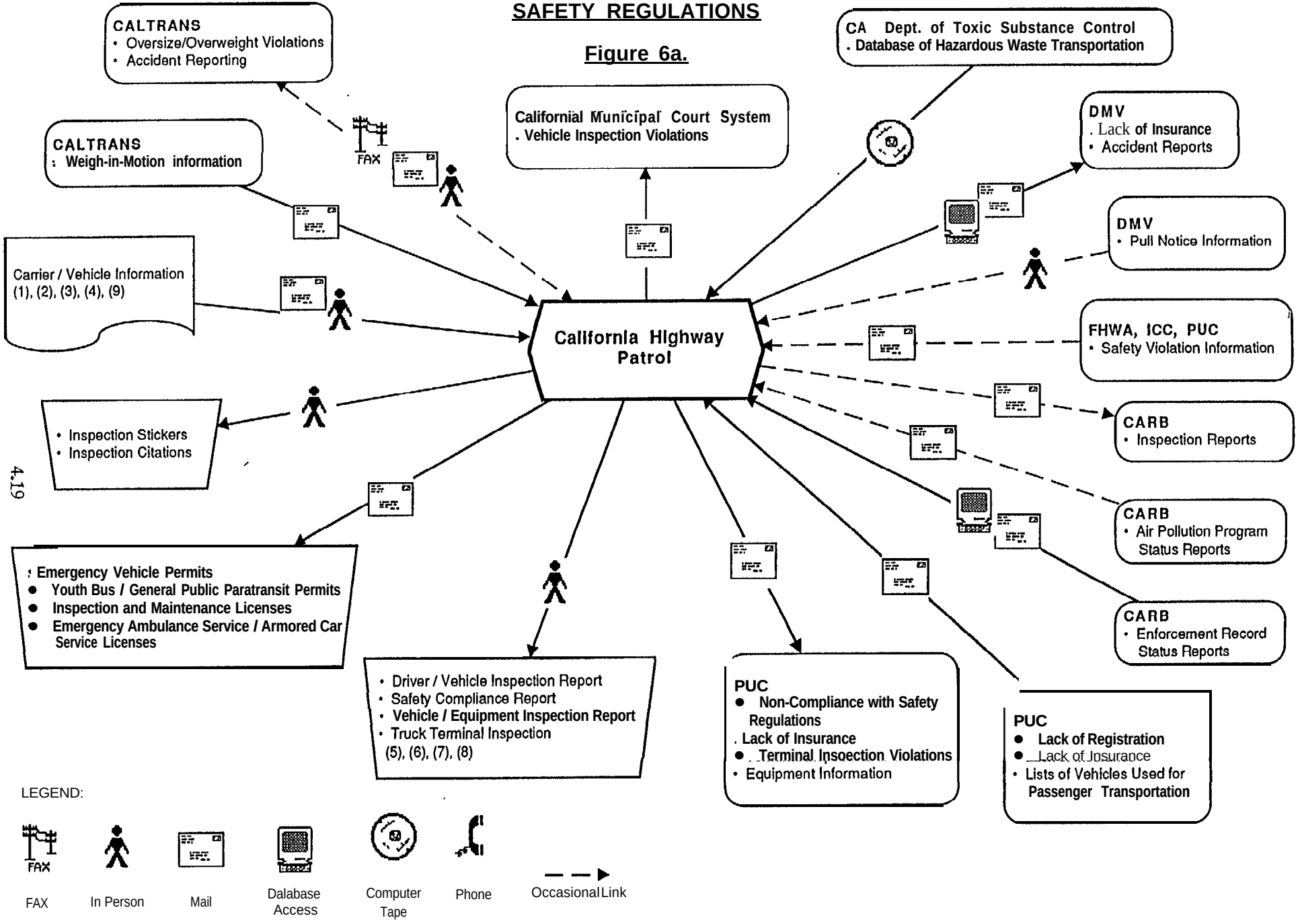
Transportation Permit Application

- Carrier name, address, phone #
- HCD #
- Load or equipment and model #
- Type of vehicle
- King pin to last axle length
- Combination vehicle length
- Maximum height, width
- Maximum overall length, overhang
- # of tires on each axle
- Axle spacings
- Axle width
- Weight per axle
- Origin, destination
- # of trips necessary carrying heavy/large load
- Authorized state highways to travel on

Note: In addition, the carrier must obtain all required city and county permits through which the over dimensional vehicles will travel.

SAFETY REGULATIONS

Figure 6a.



Please consult the following page for notes pertaining to the flow chart.

Figure 6b.

Safety Regulation

(1) Authorized Emergency Vehicle Permit
- Agency name, address, phone #
- Vehicle information
  - year, make, model, VIN, license plate #
- Type of vehicle use
  - police, sheriff, court vehicle, etc.
  - ambulance
  - hazardous materials response team vehicle
  - air pollution control vehicle
  - fire fighting, rescue vehicle, etc.
  - public utility emergency repair vehicle

(2) Youth Bus or General Public Paratransit Permit
* Vehicle Inspection
  - firm name, phone #, address
  - bus make
  - license # and VIN

(3) Inspection and Maintenance Station license
- # of vehicles powered
- # of vehicles towed
- Service name, address, phone #
- Legal owner's name

(4) Application for a license to operate emergency ambulance service or armored car service
* Service name, phone #, address
- Name displayed on sides and rear of vehicle
- Legal owner's name
- Fingerprints of all owners, partners and principal officers of firm
- Names, titles of above individuals

(5) safetynet driver/Vehicle Inspection Report
- Driver name, license #, state issued
- CHP#
- PUC#
- ICC #, US DOT #
- Carrier name, address
- Vehicle information
  - Year, make, type
  - License #, state, equipment #

(6) Safety Compliance Report
- Inspection location
- Telephone #
- Carrier type

* Carrier representative's name and title
- PUC#
- HM and IMS license #s and expiration dates
- HWH registration # and expiration dates
- Types of trucks
- Types of trailers
- Types of buses
- # of drivers
- Type of fuel

(7) Vehicle/Equipment Inspection Report
- Carrier name
- Inspection address
- Vehicle make, equipment #, license #
- VIN
- Odometer reading
- Type of fuel
- Tank/container make, serial #, CT #
- Certificate type, #, date issued

(8) Application for Truck-
* Carrier name, address, phone #
- CHP carrier #
- PUC #
- ICC #
- US DOT #
- Terminal address, phone #
- # of terminals to be inspected
- Contact person, daytime phone #
- D.O.T. #
- ICC #
- Shipper name, shipping #
- Commodity
- Type of carrier
- Vehicle mileage
- Driver name
- Driver license #
- State and expiration date of CDL
- Date of birth
- Registered vehicle owner name and address
- Gross vehicle weight
- Vehicle license #
- State
- Year/make
- Type of vehicle
- List of any violations

(9) Carrier Profile Information
- Carrier name, telephone #
- Estimated company fleet mileage within CA during the last year
- Carrier address
- PUC #
- IRP # and base state
- US DOT Census #, Federal ICC #
- Type of operation
  - Private
  - Common
  - Contract
  - Hazardous Material Shipper
  - Federal-State-Local Agency
- Type of commodity transported
  - Hazardous materials
  - Hazardous waste
  - Explosives
  - General Freight
  - Bulk
  - Passengers
  - Freeway service patrol
- Legal owner
- Emergency contact person, day and night phone #s
- Terminal address in CA

to undergo the required inspection may jeopardize PUC operating authority. If a terminal fails to pass its inspection, a reinspection is required within 90 days. The CHP also conducts hazardous waste terminal inspections on an annual basis.

Hazardous Materials (Figure 7).

This function probably has the greatest involvement from different regulatory agencies in California. First of all, the US Department of Transportation, Research and Special Programs Administration, registers all hazardous material carriers. Next, the CHP provides Hazardous Materials Transportation licenses to the appropriate carriers. The California Department of Health Services provides the necessary information to the Department of Toxic Substances Control to register medical waste transporters.

The DTSC is the key agency for the development of hazardous waste regulations and it issues registration certificates to transporters of hazardous wastes. Vehicles and reusable containers used to transport hazardous wastes are also required to display a current certificate of compliance, which is a sticker showing that the vehicle or container has been inspected by the CHP within the last 12 months.

In addition, drivers hauling hazardous waste must have a CDL with a hazardous materials endorsement. Proper insurance is required before the carrier can transport any waste. Finally, all hazardous transporters are required to submit disclosure statements to DTSC for review once every two years. The information on this statement is used to determine the approval of applications for hazardous waste facility permits or hazardous waste transporter registrations, and eligibility for awarding of state hazardous waste contracts.

Transportation Planning (Figure 8).

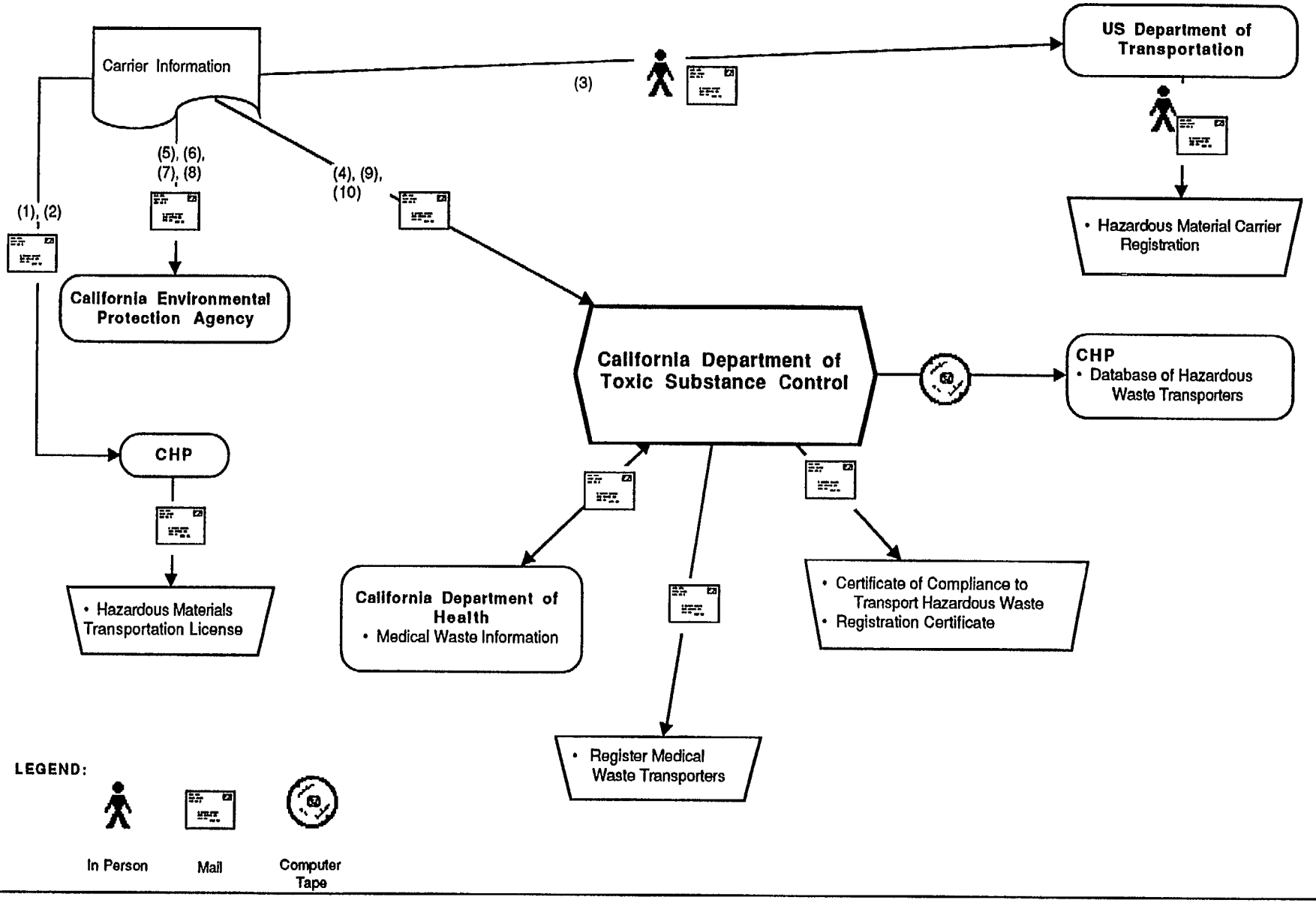
The CALTRANS Division of Traffic Operations is responsible for collecting traffic census data by class and operating weights. This is done through the Office of Signs and Delineation; vehicle class counts are also done by this office. The DMV collects vehicle volumes by type and unladen weight in the process of registering the vehicles. The CHP, in the course of its law enforcement and inspection tasks, collects accident information, hazardous materials/waste spills, driving while intoxicated information, and other driver violation information. Finally, the PUC collects some transportation planning data through its Compliance and Enforcement Branch.

Tax Collection (Figure 9).

Commercial vehicle taxes are primarily collected by the BOE. These include the User Use Fuel Tax, the Interstate Use Fuel Tax, the Wholesale Use Fuel Tax, and the Vendor Use Fuel Tax.

HAZARDOUS MATERIALS

Figure 7a.



Please consult the following page for notes pertaining to the flow chart.

Figure 7b.

Hazardous Materials

CHP issues Hazardous Materials Transportation Licenses. The following applications need to be completed.

(1) Carrier Profile Information (see Safety Regulation section)

(2) Hazardous Materials Transportation License Application
- Carrier name, phone #, address
- Legal owner
- CHP carrier #
- ICC#
- PUC#
- CHP Hazardous Materials License #, expiration date
- CA Hazardous Waste Hauler Registration #, expiration date

(3) All hazardous material carriers need to register with the U.S. DOT and provide the following information
- Carrier name, address
- US DOT ID #
- States in which hazardous materials have been transported in the past year
- Telephone #

(4) The following application is required by the Department of Health Services
- Medical Waste Transporters Information Form
  - Carrier name, address, telephone #
  - Hazardous waste transportation registration #
  - Name of contact person
  - Counties in which carrier operates
  - Name(s) of medical waste treatment facilities to which carrier transports medical wastes
  - Addresses of medical waste transfer stations or storage yards operated by carrier

The following applications are required by CA EPA:

(5) Hazardous Waste Transporter Registration
- Carrier name, address phone #, fax #
- Transporter registration #
- Transporter EPA ID #
- Type of company ownership
- Names, titles of owner, partners, or principal officers
- All terminal locations and transporter EPA ID #s
- Type of hazardous waste to transport
  - used oil
  - medical waste
  - hazardous substances
  - hazardous waste
- Mode of transportation (highway, rail, air, water)

(6) Vehicle/Container Inspection
- Carrier phone #, name, address
- Contact person
- Transporter EPA ID#
- Transporter registration #
- Vehicle year, make
- Vehicle license plate # or container #
- Body type

(7) Carrier Profile information (see Safety Regulation section)

(8) Notification of Regulated Waste Activity
- EPAID #
- Name of installation, location
- Installation contact person, title, phone #
- Contact person's address
- Installation's legal owner, address, phone #
- Type of hazardous waste activity
- Type of used oil fuel activities
- Characteristics of non listed hazardous wastes
- Listed hazardous wastes
- Other wastes

The CA Department of Toxic Substance Controls requires two documents:

(9) Certificate of Insurance
- Carrier name, address, phone #
- Insurance company name, address, phone #
- Insurance policy #
- Personal liability and property damage coverage amounts

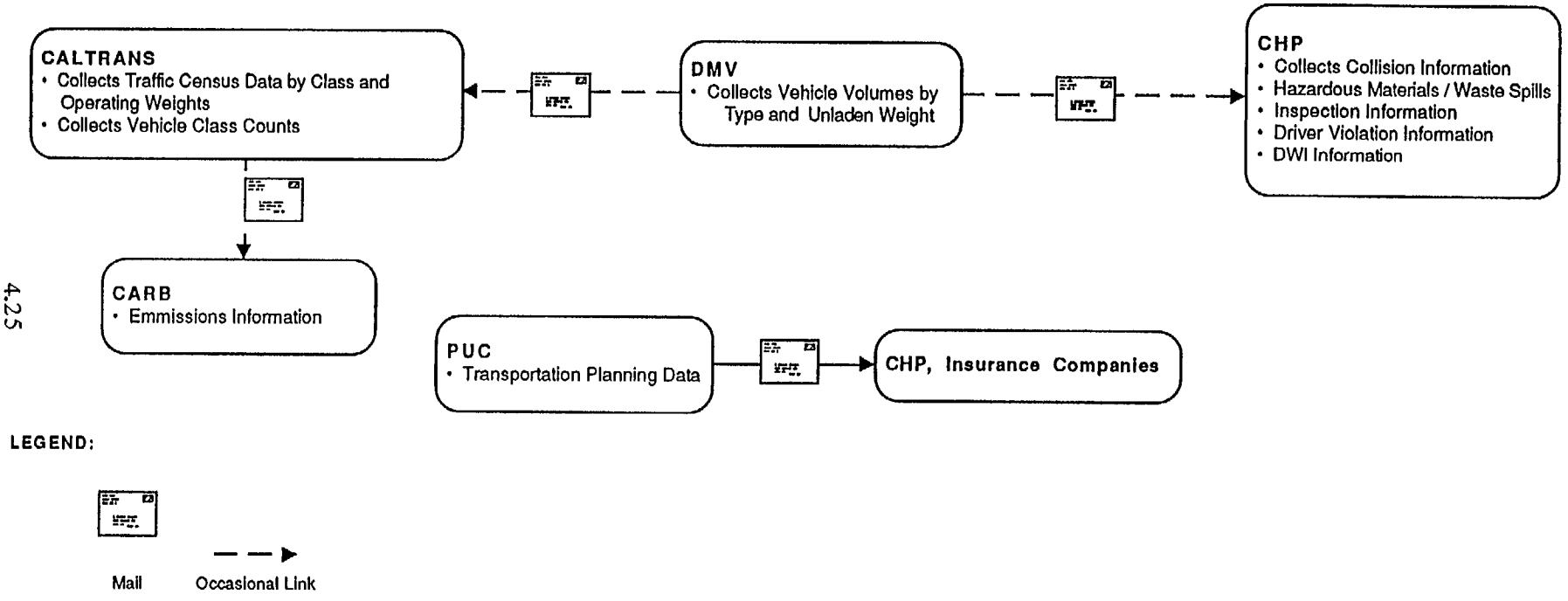
(10) Disclosure Statement
- Carrier name, address, phone #
- Previous address
- Type of business organization
- Date and state of incorporation, if corporation
- Generator EPA ID #
- Facility EPA ID #
- Transporter EPA ID #
- CA Hazardous Waste Transporter Registration #
- Partner and corporate director information
  - Name, title, social security #
  - Address, Driver's license # and state of issuance
- Information about any individual that owns more than 5% interest in the company
  - Name, title, social security #
  - Address, Driver's license # and state of issuance
- Information about any business concern that owns more than 5% interest in the company
  - Name, address
  - Type of business organization
  - Date and state of incorporation, if corporation
  - Partner and corporate director information
    Name, title, social security #
    Address, Driver's license # and state of issuance
- List all business concerns which generate, treat, store, recycle, transport, dispose of, or handle hazardous waste or hazardous material, in which the carrier holds at least 5% interest
  - Name, address of business concern
  - Type of business organization
  - Date and state of incorporation, if corporation
- List any agencies outside of the state of CA who regulate or have regulated the carrier
  - Name, address of agency
  - Period of time of regulation

Figure 7c.

- List any federal licenses, permits, or registrations issued to carrier pertaining to hazardous waste/material handling in previous 3 years
  - Name of issuing agency
  - Address of issuing agency
  - Date of issuance and expiration
  - License, permit, or registration #
- List any state licenses, permits, or registrations issued to carrier pertaining to hazardous waste/material handling in previous 3 years
  - Name of issuing agency
  - Address of issuing agency
  - Date of issuance and expiration
  - License, permit, or registration #
- List any local licenses, permits, or registrations issued to carrier pertaining to hazardous waste/material handling in previous 3 years
  - Name of issuing agency
  - Address of issuing agency,
  - Date of issuance and expiration
  - License, permit, or registration # .
- List any license revocations or suspensions issued by any local, state, or federal authority in previous 3 years
  - Name of license involved
  - Name, address of issuing agency
  - Name, address of agency taking action
  - Case # and date action was taken
  - Brief explanation of the action
  - License #
- List any license revocations or suspensions issued against any of the partners, officers or directors in the previous 3 years
  - Name of license involved
  - Name of the individual involved
  - Name, address of issuing agency
  - Name, address of agency taking action
  - Case # and date action was taken
  - Brief explanation of the action
  - License #
- List any administrative actions issued against the carrier in previous 3 years
  - Name, address of court or other authority responsible for case
  - Case name, docket #
  - Explanation of case and its resolution
- List any administrative actions issued against any partners, officers or directors in previous 3 years
  - Name of individual involved
  - Name, address of court or other authority responsible for case
  - Case name, docket #
  - Explanation of case and its resolution
- List any civil prosecutions issued against the carrier in previous 3 years
  - Name, address of court or other authority responsible for case
  - Case name, docket #
  - Date the case was filed
  - Explanation of case and its resolution
- List any civil prosecutions issued against any partners, officers or directors in previous 3 years
  - Name of individual involved
  - Name, address of court or other authority responsible for case
  - Case name, docket #
  - Explanation of case and its resolution
- List any criminal prosecutions issued against the carrier in previous 3 years
  - Name, address of court or other authority responsible for case
  - Case name, docket #
  - Date the case was filed
  - Explanation of case and its resolution
- List any criminal prosecutions issued against any partners, officers or directors in previous 3 years
  - Name of individual involved
  - Name, address of court or other authority responsible for case
  - Case name, docket #
  - Explanatlon of case and its resolution
- Name of individual submitting the Disclosure Statement
- Address, social security # of this individual
- Phone #, previous address of this individual
- Driver license # and state of issuance of this individual

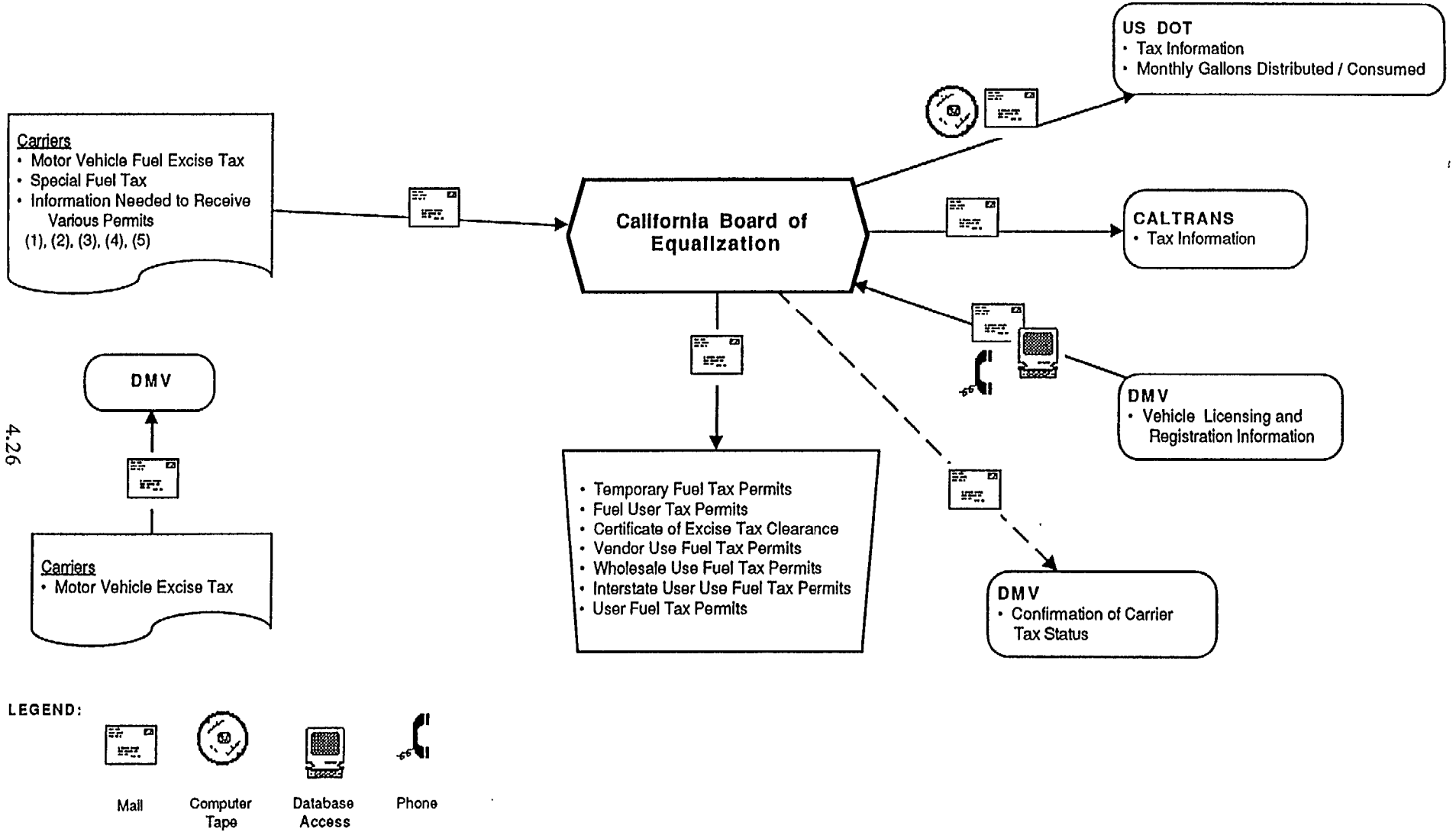
TRANSPORTATION PLANNING

Figure 8.



TAX COLLECTION

Figure 9a.



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Please consult the following page for notes pertaining to the flow chart.

Figure 9b.

Tax Collection

(1) User Use Fuel Tax Return
- Total fuel used in motor vehicles (gallons)
- Total nontaxable use of fuel (gallons)
- Carrier phone #

(2) Interstate User Use Fuel Tax ReturQ
- Miles operated in all states
- Gallons of fuel used in all operations
- Average miles per gallon of fuel
- Miles operated in CA
- Fuel used in CA
- Nontaxable use of fuel in CA
- Taxable use of fuel in CA
- Carrier phone #

(3) Wholesale Use Fuel Tax Return
- Total gallons of fuel sold to retailers for resale
- Total gallons of fuel sold to bulk storage
- Taxable fuel sold
- Total amount of tax collected per sales invoices
- Carrier phone #

* Tax recoveries on bad debt losses
  - retailer/user name
  - address
  - tax recovered
- Tax credit on bad debt losses
  - retailer/user name
  - address
  - amount of tax due
- Accounts delinquent
  - retailer/user name
  - address

(4) Vendor Use Fuel Tax Return
- Total gallons of fuel sold/delivered into fuel tanks of motor vehicles
- Taxable fuel
- Total amount of tax collected per sales invoices
- Carrier phone #
- Tax credit on bad debt losses
  - user's name
  - address
  - amount of tax due
- Accounts delinquent
  - user's name, address
- Amount of tax recoveries on bad debts
  - user's name, address
  - tax recovered
- Sales of users authorized to purchase ex-tax
  - user's permit #
  - user's name
  - gallons of diesel
  - gallons of LPG
  - gallons of alcohol fuel
- Sales of users under exemption certificates
  - user's permit #
  - user's name
  - gallons of diesel
  - gallons of LPG
  - gallons of alcohol fuel

(5) Application for Fuel User's Tax Permit
- Type of ownership
- Corporate name, if incorporated
- Federal employer identification #
- Corporate #
- Names of owners or partners
- Names of president, vice-president, secretary and treasurer
- Addresses, telephone #s, social security#s of above
- Driver license #s of above
- Business name, address, telephone #
- Major fuel supplier, address, phone #

* Products generally hauled
- Types of trips (interstate or intrastate)
- Estimated fuel used in CA (gallons per month)
- Date use of diesel or LPG began in CA
- Address of any carrier's fuel bulk storage facilities in CA
- Name of accountant/bookkeeper
- Address, phone # of accountant/bookkeeper
- Name, address of bank
- Bank account #s
- Vehicle information
  - Make and year
  - VIN
  - license #
  - type of fuel used
  - registered owner
  - legal owner's name and address

Note: The Fuel User's Tax Permit is required of all vehicles that weigh at least 7,000 lbs. and are powered by diesel, LPG, CNG, LNG or alcohol fuel.

(6) Certificate of Excise Tax Clearance Application
- Vehicle make, year, VIN, license #
- Selling price
- Registered owner's name and address
- Owner's use fuel tax permit #
- Seller's Telephone #
- Purchaser's name, address, phone #
- Purchaser's use fuel tax permit #
- If sold to a dealer, DMV dealer #
- Attach Current Registration
- Attach Bill of Sale
- Attach Lease Agreement
- Attach Finance/Purchase contract
- Attach Certificate of Repossession
- List of seller's remaining vehicles
  - make, year, VIN, license #, mode of power

Note: This certificate is issued for all vehicles whose registrations are being transferred from one carrier to another (i.e. being sold).

A fuel user's permit is required if the vehicle weights over 7,000 pounds and is powered by diesel, LPG, CNG, LNG or alcohol fuel. Any person selling and delivering these fuels into the fuel tank of a motor vehicle must hold a Vendor's Use Fuel Tax Permit. A User's Use Fuel Tax Permit is required for the operator of bulk fuel storage facilities who also pumps this fuel into his own vehicles' fuel tanks. Operators of vehicles registered outside California who secure a trip permit from the DMV to operate in California for less than four consecutive days may obtain a "use fuel trip permit" from the BOE. There is a $500 penalty if they do not get this permit.

The BOE provides certificates of excise tax clearance for vehicles whose titles are being transferred from one owner to another. The DMV is responsible for collecting motor vehicle excise tax from the carriers.

Enforcement (Figure 10)

The enforcement diagram primarily displays the air pollution enforcement. This task is the responsibility of CARB. This agency, administered by the California EPA, has operated the Heavy Duty Vehicle Inspection Program since 1991. This program tests all heavy duty trucks and buses (both interstate and intrastate) for excessive smoke and tampering. These tests are performed at CHP weigh stations, fleet locations, and randomly selected roadside locations. The drivers of the vehicles are cited if their vehicles fail the air pollution tests. The penalty for failing the first test is $800; however, if the truck is repaired within 45 days, the penalty is reduced to $300. For a second violation within a one year period, the penalty is $1800 and the truck must be repaired. Otherwise, it goes out of service. The main purpose of the inspection is to reduce the percentage opacity of the exhaust smoke for all interstate and intrastate heavy trucks traveling in California.

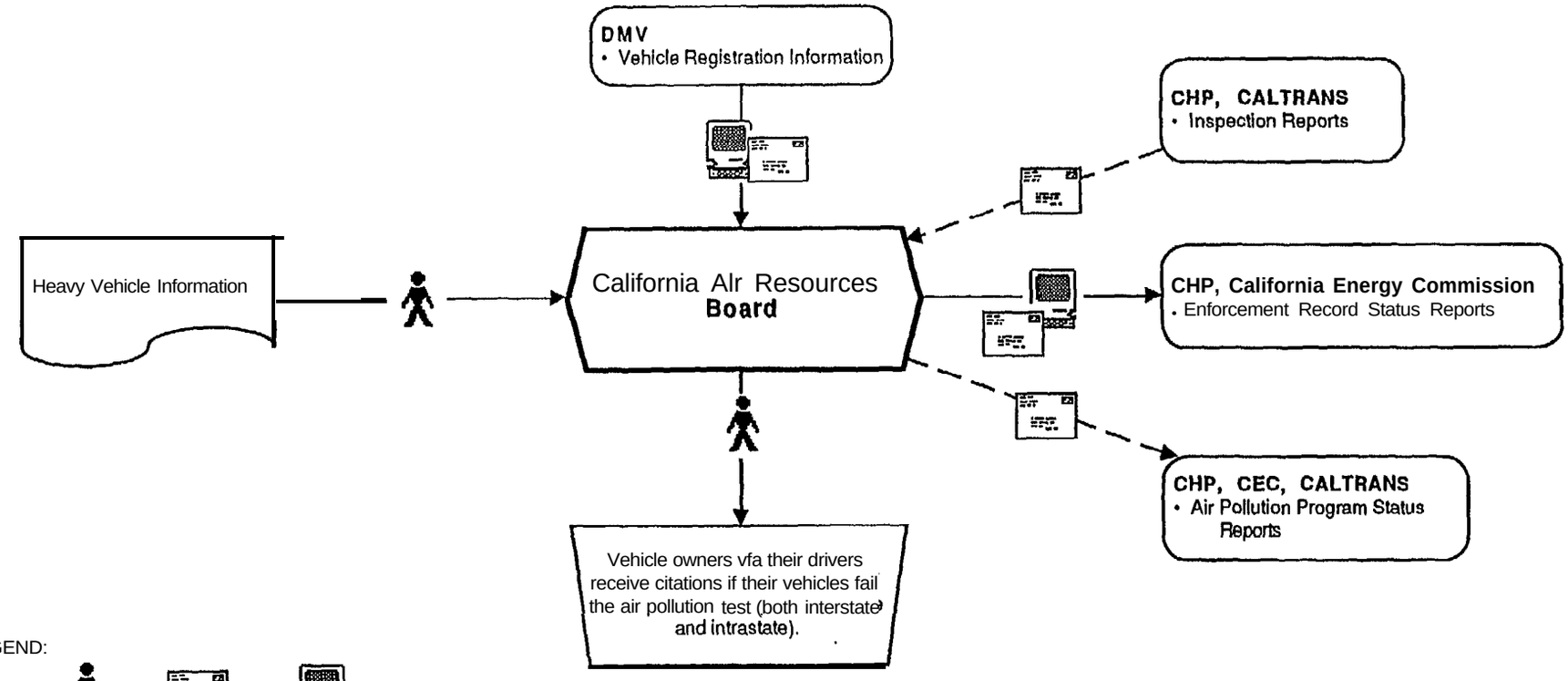
WEIGH STATION ACTIVITY

Another aspect of commercial vehicle operations that exists in California is the activities that occur at the weigh stations. These activities are diagrammed in Figures 11 and 12. The first diagram indicates the actions of the California Highway Patrol at these sites. Some basic driver and vehicle information, such as current vehicle registration and driver's logbook, are collected before any of the listed tasks are performed.

The CHP operates 14 commercial vehicle inspection facilities, 38 platform scale facilities, and employs 124 mobile road enforcement officers. At these facilities and at mobile checkpoints, the CHP routinely conducts the CVSA North American Standard Inspection (NASI, formerly known as NUDVIP). These safety inspections are generally conducted every 90 days. In addition, all loaded vehicles are weighed at the facilities and checkpoints.

ENFORCEMENT

Figure 10,



NOTES:

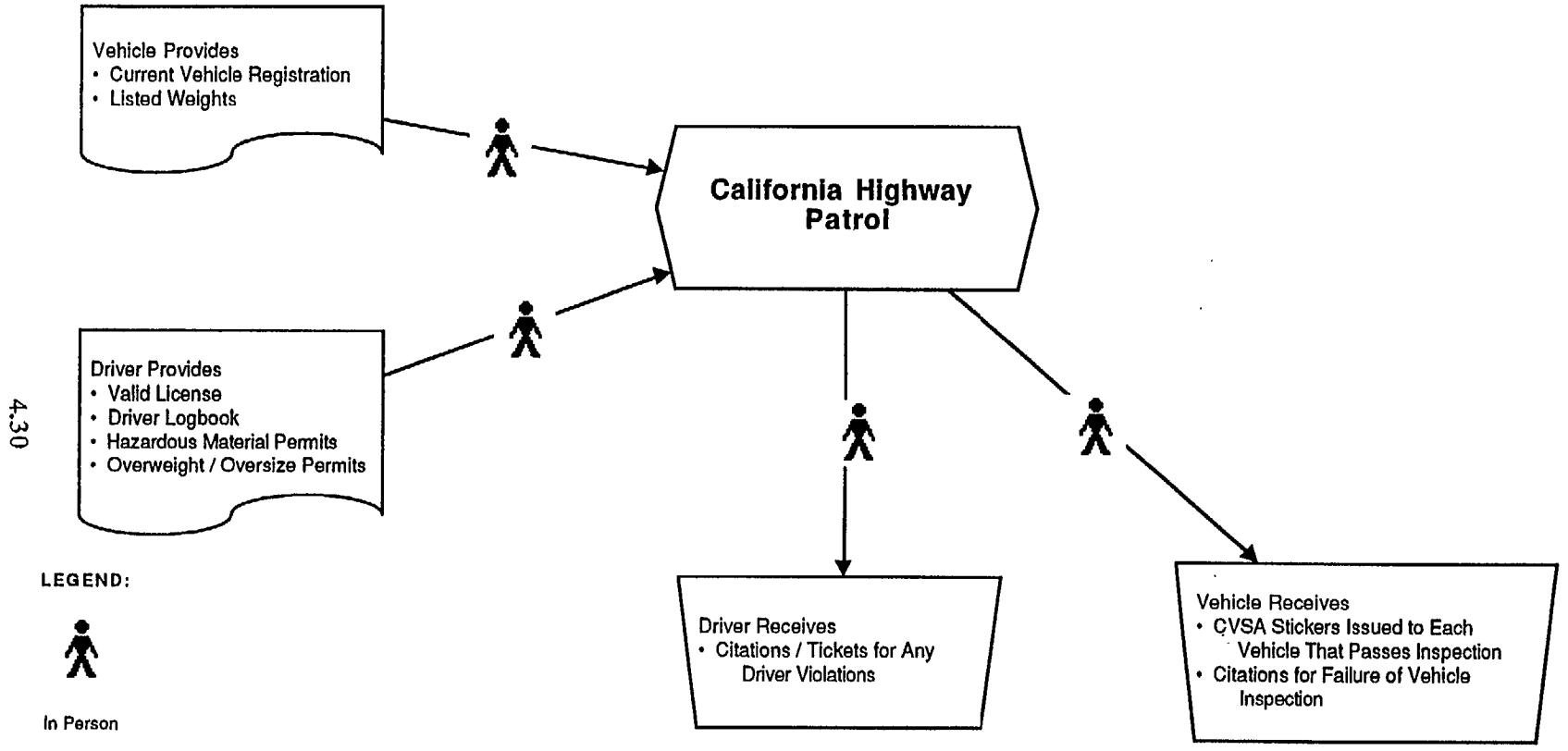
CARB Heavy Duty Vehicle Inspection

- Time of Inspection
- License #, stale ot Issuance
- Type of fuel
- Vehldemake
- PUC #, ICC #, DOT #
- Cab style
- Exhaust location and configuration
- Idle RPM
- VIN
- Vehicle make, year
- Vehicle type
- Unit#
- Engine cylinder configuration
- Engine manufacturer, model, make, year
- Engine serial #, horsepower
- Coolant temperature
- Registered owner's name, address, phone #
- Lessor name, address, phone #
- Lessee name, address, phone #
- Driver name
- State, driver license #, expiration date

Note: The main purpose ot the Inspection Is to reduce the percentage opacity of the exhaust smoke for all Intersetate and Intrastate heavy functions travellin fn California

Weigh Station Activity

Figure 11.



Special Notes:

Military vehicles are exempt from all weigh station activities.

Tasks Performed:

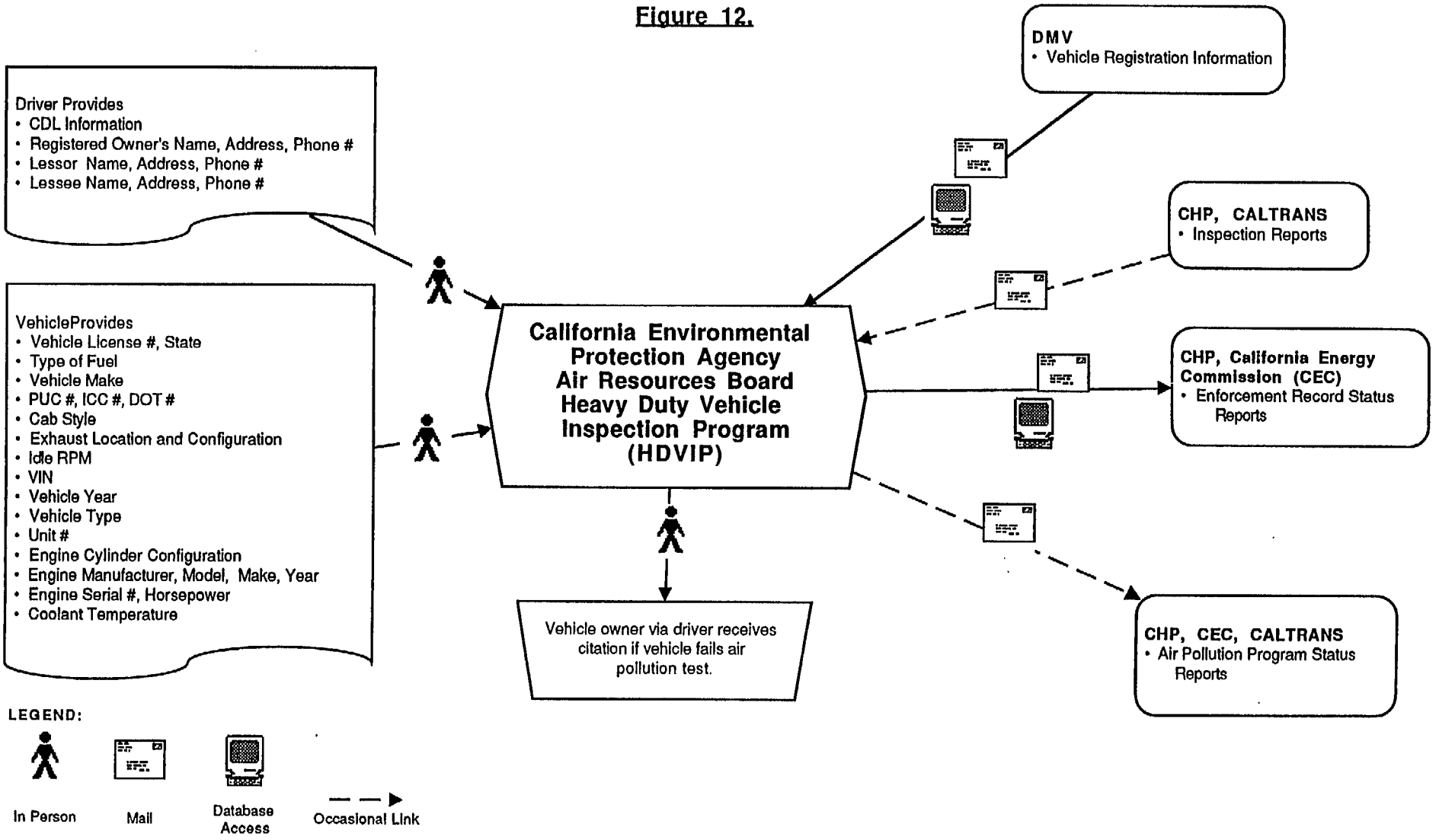
- Weigh Vehicle
- Check All Permits
- Examine Log Book
- Compute Safety Inspection
- Examine Size and Securement of Load
- Collect Truck Counts
- Arrest Driver For
  a) DUI
  b) Outstanding Warrants
  c) Inappropriate Behavior

Other Regulatory Agencies Present at Weigh Stations:

- CALTRANS
- PUC
- CARB

Weigh Station Activity

Figure 12.



Special Notes:

Any vehicle that weighs more than 8,500 lbs can be randomly selected at the weigh station to undergo the smog test.

Tasks Performed:

- Smog Test of Heavy Duty Vehicles

Other Regulatory Agencies Present at Weigh Stations:

- CALTRANS (periodically)
- PUC (periodically)
- CHP

Exhibit 2

	STATE AGENCIES						
	PUC	DTSC	CHP	DMV	BOE	ARB	CALTRANS
Address of bank	•				•		
Address of each partner	•	•			•		
Bank account number	•				•		
CA Hazardous Waste Transporter Registration no.		•	•		•		
Carrier name, address, and phone number	•	•	•	•	•		•
Contact person's address		•		•			
Contact person's name	•	•		•			
Contact person's phone number	•			•	•		
Date of incorporation	•	•			•		
Destination				•			•
Driver's license number	•			•		•	
Driver's license numbers of partners		•			•		
Driver's name	•			•		•	
Emergency contact person	•	•	•				
Emergency contact person's day and night phone number	•	•	•				
Estimated company fleet mileage w/i CA last year	•	•	•				
ICC operating authority number	•	•	•	•		•	
IRP base state	•	•	•				
IRP number	•	•	•				
Legal or registered owner's name	•		•	•	•	•	
Name of bank	•				•		
Name of each partner	•	•	•		•		
Name of president	•				•		
Name of secretary	•				•		
Names of principal officers	•	•	•		•		
Owner's address	•			•	•	•	
Public Utilities Commission number	•	•	•			•	
Social sec./federal tax ID #'s of registered owners				•	•		
Social security number of partners		•			•		
State of incorporation	•	•		•	•		
Terminal address in California		•	•				
Title of owner		•	•				
Titles of partners		•	•				
Titles of principal officers	•	•	•				
Transporter EPA ID number		•			•		
Type of carrier	•			•			
Type of commodity transported	•	•	•				
Type of fuel				•	•	•	
Type of operation	•	•					
Type of ownership	•	•	•		•		
Type of route	•			•			
US DOT number	•	•	•				
Vehicle body type	•	•		•			
Vehicle Identification Number	•		•	•	•	•	
Vehicle license number	•	•	•	•	•	•	
Vehicle year and make	•	•	•	•	•	•	
Vehicle model	•		•	•			
Vehicle type				•		•	•

After being weighed and inspected, the driver will receive either a CVSA sticker indicating passage of the safety inspection, or a warning or citation for failing either an inspection or for not complying with any of California's laws.

The CHP is joined at the weigh stations by BOE, PUC, and CARB, all of whom have slightly different task to perform. Unfortunately, figures diagramming the specific tasks performed by the first two agencies are not currently available.

We do, however, have some information about the tasks performed at weigh stations by the California Air Resources Board. These are indicated on Figure 12. It should be mentioned that since the Heavy Duty Vehicle Inspection Program is the only commercial vehicle function performed by CARB, much of the information on Figure 12 is contained in Figure 10.

As mentioned in the paragraph describing Figure 10, CARB has quite a bit of interaction with DMV, CHP, CALTRANS, and the California Energy Commission. Most of the information sent or received consists of various reports prepared by the different regulatory agencies.

CARB requires detailed information about the vehicles since it performs only one function at the weigh station/inspection facilities. This function is the smog test for which any vehicle over 8500 pounds (no exemptions) can be randomly selected to be examined. However, any vehicle whose exhaust smoke opacity "seems" too dark will also be inspected.

MEMBERSHIP IN NATIONAL ORGANIZATIONS

California participates in the following CVO-related national organizations:

- American Association of Motor Vehicle Administrators (AAMVA)
- Commercial Driver License Information System (CDLIS)
- Commercial Vehicle Safety Alliance (CVSA)
- Cooperative Hazardous Materials Enforcement Development (COHMED)
- International Association of Chiefs of Police (IACP)
- International Registration Plan (IRP)
- National Association of Regulatory Commissions (NARUC)
- National Conference of State Transportation Specialists (NCSTS)
- National Drivers Register (NDR)
- Safetynet

California will become a member of the International Fuel Tax Agreement (IFTA) in 1996. Some of the CVO public agencies in California also participate on a statewide system

called The California Law Enforcement Teletype System which interconnects all of the city, county, state, and federal enforcement agencies stationed in California

DATA COLLECTION EFFORT

The evaluation summary culminates a lengthy process that included three key visits to the state of California in order to discuss various CVO issues and to gather data that was utilized in developing the organizational and data flow charts.

The first meeting (May 1992) was set up to provide an introduction of the Crescent database to the state agencies involved with commercial vehicle operations. This meeting was attended by three representatives from CALTRANS, one representative from the PUC, one representative from the CHP, one representative from the BOE, one representative from Lockheed, and two industry CIG members.

The second visit occurred in April 1993. This visit was mostly a data gathering expedition and therefore personal interviews were conducted with each agency. The breakdown turned out to be four members from CALTRANS, three members from CARB, one member from the DTSC, two members from CHP, one member from the PUC, two members from the DMV; and two members from the BOE.

The third and final visit occurred in June 1993. This visit was to verify the CVO functions performed by all of the state agencies as well as to document any concerns that the agencies had regarding implementation of the Crescent database. As in the second visit, the format of this final visit consisted of personal meetings with each agency. The meetings held were with two members from CARB three members from DTSC, one member from the DMV, two members from the BOE, four members from the CHP, and two members from CALTRANS.

STATE AGENCY CONCERNS AND BENEF'ITS

Based on the views expressed by the state officials interviewed during the final visit, this section identifies the general and specific issues, concerns, opportunities, and benefits of the Crescent system from the perspective of the state as a whole and from each agency. In addition, Tables 1 - 2 indicate agency representative responses to a rating questionnaire regarding issues and opportunities raised by the Crescent demonstration system. This questionnaire was used during both the first and second surveys in order to gather input as to how the representatives' perceptions had changed over time and with hopefully, greater understanding and exposure to the demonsuation program. The tables, however, only indicate the latest ratings as filled out by each representative in order to avoid unfair weighting of the answers.

General Perceptions.

Opportunities and Benefits. Although the degree to which each of the agencies in California expressed enthusiasm about the Crescent System and HELP technology varied widely, certain opportunities to improve the status quo were mentioned by nearly all the agencies. These opportunities can be classified as either improved service or cost savings. Improved service centered mostly on better enforcement but also included improved record keeping and the potential to provide one-stop-shopping. The cost savings were associated mostly with enforcement activities and in the consolidation of automated regulatory functions into a central database.

(1) Improved Service. Improved service -refers to an improvement in the CVO task which the agency is assigned. For example, nearly all agencies predicted enforcement benefits at the roadside and at weigh stations due to the ability to screen vehicles and focus attention on those vehicles more likely to warrant enforcement activities. Roadside enforcement activities could be improved by the ability to effectively increase coverage allowing more equitable and thorough compliance with the state's regulations. Better planning information was another benefit envisioned by most of the agencies.

Less clearly envisioned, though commonly expressed, were potential improvements in auditing enforcement activities. The wealth of information which could be generated by the Crescent system improves the auditing of carrier-provided information. However, many of these auditing improvements depend on additional technologies not tested in the Crescent project such as on-board computers.

Improved record keeping was a benefit foreseen by many of the state agencies. This includes the benefits associated with an enlarged data base along with the common perception that when it comes to information, more is better. Most agencies also anticipated that some of their tasks would become automated, thereby providing them with the associated benefits of increased accuracy and coverage.

(2) Cost Savings. Cost savings, even if marginal, were anticipated by all departments except for one (Office of Permits and Truck Studies, CALTRANS). Savings were anticipated in two forms: reduced enforcement costs and database consolidation benefits.

Enforcement cost savings include reduced personnel requirements afforded through the Crescent project and HELP technology. Screening, preclearing, and bypassing vehicles could reduce the number of required weigh station personnel or, at the very least, allow current levels of personnel to keep up with increasing work demands. Increased coverage of roadside enforcement activities may not necessarily reduce

personnel costs but it may generate more revenue by better assuring that appropriate fees are being paid; therefore a net savings is achieved.

It was generally believed that in an optimal situation, a central data base used by all agencies could result in considerable cost savings. It was recognized that this would require significant changes in how each agency collected and processed much of its information but the result would be the elimination of redundant data entry, reduced data base management costs, and a reduction in unnecessary interagency reports. Most agencies also anticipated some tasks becoming automated with an associated benefit being reduced data entry expense.

Issues and Concerns. The most imp&ant concern expressed by all of the contacted agencies was cost. Other issues and concerns include a lack of clearly demonstrated, quantifiable, and achievable benefits, a need for cost/benefit studies, and a lack of mandatory motor carrier participation.

(1) Cost. Heading the list of impediments described by the agencies is cost. While many potential benefits were identified, some being common to all agencies and others unique, there was complete agreement that various cost aspects would determine the success or failure of Crescent and the implementation of HELP technology.

Clearly many glorious benefits could be achieved if price were no object, so it is important to note that the benefits and opportunities previously described were formulated in the absence of any clear knowledge of what it might cost to achieve them. Since no cost information was available, especially on an agency basis, no contacted official could predict the likelihood that his or her agency would be willing to participate further in the Crescent project.

(2) Uncertain Benefits. Some of the benefits expressed by the agencies had more of a conceptual rather than a concrete basis and therefore can be considered as uncertain benefits during the early development of the Crescent database system. The overwhelming perception was that few, if any, tangible benefits have been clearly demonstrated, much less quantified. It is particularly important to each agency that they have benefits which are specific to them. Many of the benefits that were expressed would profit the state as a whole while offering limited usefulness to any one agency.

(3) Cost/Benefit Study. The combination of the two previous topics clearly indicates that a solid analysis of costs and benefits must be performed. Although no prediction of the outcome of such a cost/benefit study was offered by any agency, the majority response was that if the results were positive then implementation of HELP technology and the Crescent system would be supported.

(4) Mandatory Transponders. A majority of agencies indicated that in order to achieve the anticipated benefits, the use of transponders should be mandatory or at least used by a large percentage of commercial vehicles. Roadside enforcement benefits would likely increase proportionally with the percentage of monitored vehicles. An important concern, however, is that if transponders were not widely used or mandatory, then many agencies would be forced to employ dual systems to perform their CVO related functions. This could actually increase the costs for these agencies.

Other Perceptions.

The potential benefit to the motor carrier industry was commonly viewed as one positive aspect of the Crescent program. This was anticipated in the form of time and/or cost savings at weigh stations and in reduced administrative costs associated with one-stop-shopping.

Anticipated changes to each agency's function resulting from the full implementation of the Crescent system was limited to redeployment of personnel within the agency and minor administrative changes. No state official predicted any global changes which would affect the basic CVO functions performed by their agency. Consolidation or realignment of agencies which had CVO functions was not expected by any agency within this state.

Perhaps best described as a non-issue, interagency trust and cooperation was not a concern, and it was generally noted that existing interagency relations in California were good. Only the Department of Toxic Substances Control expressed some concern about the accuracy of the Crescent data which was received from other agencies. This department, it should be noted, is currently in the process of establishing a common hazardous material registration database in conjunction with three other states.

Specific Perceptions.

California Highway Patrol

Agency concerns.

- Benefit/cost study needs to be completed
- Coordination and cooperation among agencies
- Crescent system costs
- Development of uniform technical standards and commitment by all implementation agencies to these standards is a must
- Lack of demonstrated system performance
- Lack of driver information
- Need real-time driver screening/bypassing capability
- Need to have mandatory Crescent system in order to obtain maximum benefit

- Realistic tolerances for WJM must be developed and incorporated into uniform standards
- Up-to-date information is essential

Agency benefits.

- Ability to identify all carriers and vehicles
- Allows for the more efficient assignment of enforcement resources
- Assist in monitoring hazardous material movements
- Better data for planning enforcement
- Better monitoring of truck bypass routes
- Downsizing of weight scale staff and facilities
- Improved interface between off-highway and on-highway inspections
- Improved weigh station operations such as screening and pre clearance
- Possible reduced cost in enforcement

California Board of Equalization

Agency concerns.

- BOE wants control over its data since confidentiality is important
- Carrier disclosure issues
- Cost/benefit study is necessary
- High degree of inter-jurisdictional cooperation is required
- Need to include vehicle mileage
- Need to mandate system if it is to become useful to BOE
- Reliability of data

Agency benefits.

- Ability to identify delinquent carriers
- Automated, apportioned fuel tax administration
- Eliminates need for physical transfer of documents
- Improved audit and compliance functions
- Minor savings in manpower but definitely improved services
- One-stop shopping for licenses, registrations, and permits
- Provides real-time information
- Screening capability for credentials

California Department of Toxic Substances Control

Agency concerns.

- Accuracy of data
- Cost/benefit study needed
- Different institutional views on how to resolve the permit process
- Interstate trust
- Resistance to change
- Tracking vehicles instead of loads may require changes to some federal regulations

Agency benefits.

- Database may result in lower fees to users
- Eliminates duplicate data entry
- Identification of hazardous materials on a vehicle involved in an accident
- Increased probability of prosecution for violations
- More efficient and timely reports produced
- Tracking and verification of final disposition of hazardous wastes

California Air Resources Board

Agency concerns.

- Crescent system costs
- Demonstration of benefits needed
- Interstate trust and cooperation

Agency benefits.

- Ability in identifying violators
- Better data access
- Better enforcement of polluting vehicles
- Consolidation of terminal inspection activities
- Database can be used to mail out inspection notices to vehicle owners
- More accurate historical records of carriers
- Shift of effort and personnel to other areas
- Tracking of vehicles in order to model emissions

California Department of Motor Vehicles

Agency concerns.

- Communication between interstate databases
- Cost/benefit study is essential
- Lack of driver information
- Multiplicity of existing state databases
- NAFTA's impact on Crescent
- Need to have a better sell to industry
- Need to have a system that encompasses every state agency
- Need to have the Crescent database communicate with the field offices
- Not confident of other states willingness to cooperate
- Technological dtandards
- Use of unladen weights in California

Agency benefits.

- Better enforcement and administration of IRP
- Cost savings in the reduction of personnel, facilities, and agency programs
- Facilitates move toward one-stop shopping
- Merges industry requirements
- Might enhance enforcement capability
- Reduced cost of processing and storing documents
- Reduces industry administrative costs

California Department of Transportation

Agency concerns.

- Accuracy of transponders
- AVI/WIM records need to be coordinated
- Control of data
- Cost/benefit study needs to be done
- Crescent does not capture speed of all vehicles
- Crescent WIM does not flag problematic readings such as unbalanced left-right readings
- Development of uniform technical standards and commitment by all implementation agencies to these standards is a must
- High degree of inter-jurisdictional cooperation is required
- Interagency trust
- Multiplicity of databases within the department

- Need for more technical support personnel
- Privacy of data
- Reluctance of agencies and states to give up their existing computer systems

Agency benefits.

- Assist transportation planning/origin-destination data collection
- Automation of permitting process
- Better air quality analysis
- Better communication with carrier industry and with other agencies
- Better pavement and road performance evaluation
- Congestion analysis
- Coordinated WIM/AVI data reports
- Cost savings to state and industry
- Improved interface between carriers and state
- Improved performance of cost allocation studies
- Improved routing and enforcement tools
- Monitor hazardous material movements
- More efficient placement of enforcement efforts
- More information about overweight vehicles
- Potential savings if duplicate databases are eliminated
- Screening for weights, permits, and inspections
- Weigh station enforcement improvements

California Public Utilities Commission

Agency concerns.

- Changes required to department policies
- Control of data
- Convincing agencies of the need to participate
- Coordination and cooperation between agencies required
- cost
- Development of uniform technical standards and commitment by all implementation agencies to these standards is a must
- Increased used of transponders required
- Lack of Crescent database reliability
- Multi-transponder readers must be developed

- Need to monitor owner/operator driving violations

Agency benefits.

- Assist in monitoring hazardous material movements
- Assist in vehicle taxation functions
- Availability of WIM with AVI would significantly assist the agency's operations
- Better data on traffic flow
- Better enforcement capability
- Coordinated WIM/AVI data reports
- Expands database for economic regulations
- Facilitates one-stop shopping for licenses, registrations, and permits
- Hazardous material insurance requirements can be verified
- Improved service
- Pre-clearance for safety inspections and permits using AVI
- Safety improvements
- Screening at ports of entry
- Significant opportunities for motor carrier productivity and efficiency enhancement
- Significant positive effects on the transport market and industry structures
- Useful in checking registration credentials of interstate and foreign carriers

Table 1

THE STATE OF CALIFORNIA

SUMMARY OF ISSUES AND OPPORTUNITIES

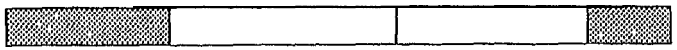
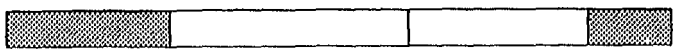
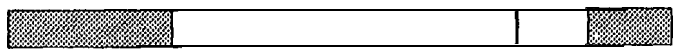
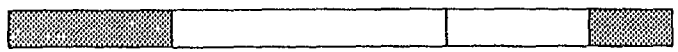
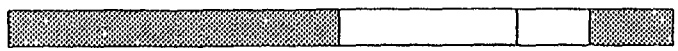
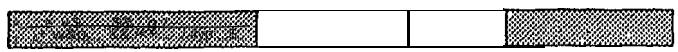
	ISSUES	Number of Responses	Results	Min.	Avg.	Max
			Strongly Disagree — Nuetral — Strongly Agree 1 2 3 4 5 6 7			
1	Implementation of HELP Technology will require changes to State Law.	7		2	4.7	7
2	Implementation of HELP Technology will require changes to Agency rules and regulations.	7		2	4.9	7
3	Implementation of HELP Technology will require changes to department policies.	7		5	6.1	7
4	A high degree of inter-jurisdictional cooperation will be required for Crescent implementation.	8		2	6.1	7
5	My agency has sufficient technical expertise to fully implement HELP Technology.	7		2	5.3	7
6	Implementation of HELP Technology provides potential for significant regulatory agency improvements.	8		4	6.1	7
7	Capital costs of HELP Technology implementation are affordable.	6		4	4.5	6
8	Operational costs of HELP Technology represent significant potential savings compared to current techniques.	6		3	4.8	6
9	Allocation of motor fuel tax funds for IVHS projects is flexible and not of concern.	3		3	3.0	3

Table 1

THE STATE OF CALIFORNIA

SUMMARY OF ISSUES AND OPPORTUNITIES

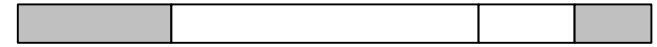
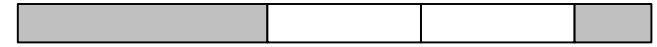
	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 7 Strongly Agree			
10	Risk sharing among public agencies and private manufacturer is a problem that needs addressing.	7		5	6.0	7
11	HELP Technology should be compatible with rail, ocean shipping and intermodal /automatic Vehicle Identification (AVI) and Automatic Vehicle Location (AVL).	7		4	5.4	7
12	Implementation of HELP Technology depends upon development of uniform technical standards and commitment by all implementation agencies to these standards.	8		2	5.6	7
13	Realistic tolerances for Weigh in Motion (WIM) must be developed and incorporated into uniform standards.	6		4	6.0	7
14	Multi-transponder readers must be developed.	7		3	4.9	7
15	Privacy data is not a concern in implementing HELP Technology.	7		1	1.4	3
16	Control of data is not a concern in implementing HELP Technology.	7		1	1.4	2
17	Implementation of the HELP Technology will have significant positive effects on the transport market and industry structures.	8		4	5.4	6

Table 2

THE STATE OF CALIFORNIA

SUMMARY OF ISSUES AND OPPORTUNITIES

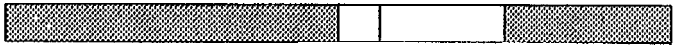
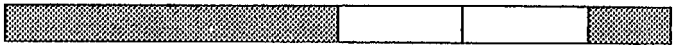
	OPPORTUNITIES	Number of Responses	Results (Strongly Disagree 1 2 3 Nuetral 4 5 6 7 Strongly Agree)	Min.	Avg.	Max
1	Implementation of the HELP Technology will have significant positive implications for the organization of the agency.	8		4	4.5	6
2	Implementation of the HELP Technology provides significant opportunities for motor carrier productivity and efficiency enhancement.	7		5	6.1	7
3	Availability of weigh-in-motion (WIM) with automatic vehicle identification (AVI) would significantly assist my agency's operations.	7		4	5.7	7
4	Automatic Vehicle Classification (AVC) would significantly assist my agency's operations.	6		4	5.5	7
5	Pre-clearance for safety inspections, permits, etc. using AVI would significantly assist my agency's operations.	5		5	5.8	7
6	One-stop shopping for licenses, registrations, and permits would significantly assist my agency's operations.	5		5	5.6	6
7	Automated, apportioned fuel tax administration which could be provided through implementation of HELP Technology would significantly assist my agency's operations.	2		5	5.5	6
8	Implementation of HELP Technology would simplify and improve the process of permitting hazardous material movements.	4		4	4.8	6
9	Advanced vehicle control systems (AVCS) would be of great interest to my agency.	3		5	5.0	5

Table 2

THE STATE OF CALIFORNIA

SUMMARY OF ISSUES AND OPPORTUNITIES

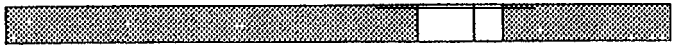
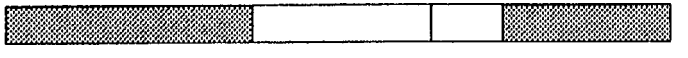
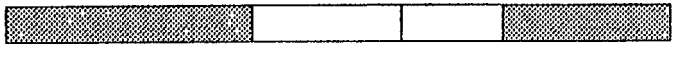
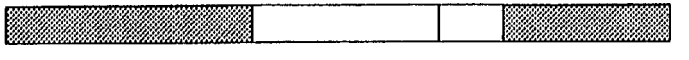
	OPPORTUNITIES	Number of Responses	Results	Min.	Avg.	Max
			Strongly Disagree 1 2 3 Nuetral 4 5 6 7 Strongly Agree			
10	Implementation of HELP Technology would greatly assist in transportation planning/origin-destination data collection.	6		5	5.7	6
11	Implementation of HELP Technology would greatly assist in traffic engineering functions.	3		4	4.7	5
12	Implementationof HELP Technology would greatly assist in those performing pavement and bridge design functions.	3		4	5.0	6
13	Implementation of HELP Technology would greatly assist in enforcement of size/weight/speed regulations.	6		4	5.0	6
14	Implementation of HELP Technology would greatly assist in monitoring hazardous material movements.	5		5	6.0	7
15	Implementation of HELP Technology would greatly assist vehicle taxation functions.	5		4	5.6	6
16	Coordinated WIM/AVI data reports would greatly assist my agency.	6		3	5.2	6
17	Implementation of HELP Technology would enhance driver and vehicle safety.	5		3	4.8	6
18	Dynamic vehicle safety warning systems would contribute to driver and vehicle safety.	4		3	5.3	6

Table 2

THE STATE OF CALIFORNIA

SUMMARY OF ISSUES AND OPPORTUNITIES

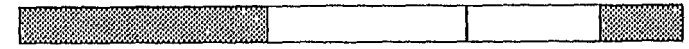
	OPPORTUNITIES	Number of Responses	Results	Min.	Avg.	Max,
			Strongly Disagree 1 2 3 Neutral 4 5 6 7 Strongly Agree			
19	Real time communication of accident and/or weather information to commercial vehicle operators would be very desirable.	4		3	5.0	7
20	Driver fatigue and impairment countermeasures which become possible through implementation of HELP technology would significantly enhance safety.	5		3	5.4	7
21	Remote driver and vehicle safety inspections could greatly enhance safety.	4		3	4.8	6
22	Computerized maintenance records for commercial vehicles would enhance safety.	5		4	5.2	6
23	Automation of the following state regulatory function would be desirable:					
	a. License plate issuance	4		6	6.3	7
	b. Annual Vehicle Registration	5		6	6.4	7
	c. ICC Operating Authority	5		6	6.4	7
	d. Temporary registration	5		6	6.4	7
	e. Fuel tax registration, payment, and auditing	2		6	6.0	6

Table 2

THE STATE OF CALIFORNIA

SUMMARY OF ISSUES AND OPPORTUNITIES

	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 Strongly Agree 7			
23	Automatic of the following state regulatory function would be desirable.					
	f. Temporary fuel tax permits	3		6	6.3	7
	g. Weight-distance taxes.	2		1	3.5	6
	h. Oversize and overweight permits.	4		6	6.5	7
	i. Hazardous materials permits.	5		6	6.4	7
	j. Issuance of truck credentials in one location	6		5	5.8	7
	k. Toll collection	3		6	6.8	7

ARIZONA STATE AGENCY CVO EVALUATION SUMMARY

ORGANIZATIONAL, STRUCTURE

The organization of state agencies concerned with commercial vehicle operations in the state of Arizona is shown in Figure 1. Unlike many other states, Arizona's commercial vehicle operations are centralized into only two state agencies. One agency is the Arizona Department of Transportation (ADOT), which is headed by a governor-appointed director who works in conjunction with the appointed Transportation Board. The second agency is the Department of Public Safety (ADPS) which is also headed by a director appointed by the governor.

DESCRIPTION OF STATE AGENCIES

The following section describes the two state agencies with CVO responsibilities. This section also includes a description of some of the information links associated with these agencies. Please review Figures 2 through 6 for a schematic representation of these links. Exhibit 1 has also been provided to illustrate which CVO functions are performed by which state agencies.

Arizona Department of Transportation.

The Arizona Department of Transportation is, by far, the more important of the two agencies when it comes to commercial vehicle functions. It is divided into three major divisions: Administration Services, Transportation Planning, and Motor Vehicles. The first of these divisions handles fuel and motor carrier tax audits for both interstate and intrastate carriers. Transportation Planning is concerned primarily with highway planning and statistical analysis of commercial vehicle road use data. The final division, Motor Vehicles, is further divided into the Central Processing and the Field Services Programs. Both of these Programs are heavily involved in registering, licensing, and permitting of commercial vehicles, drivers, and carriers. The Field Services group also operates all of the Ports of Entry and collects the necessary mileage, fuel, and hazardous material data required by various other state and federal agencies.

Arizona Department of Public Safety.

The primary responsibility of the Special Services Division of the Arizona Department of Public Safety is the enforcement of motor carrier regulations relating to safety, size and weight, and hazardous materials. In addition, terminal audits are conducted on both intrastate and interstate carriers. ADPS receives accident statistics and license information from ADOT. The Arizona Department of Public Safety also receives the results of audits performed by ADOT at hazardous materials carrier terminals.

ARIZONA CVO ORGANIZATION

Figure 1.

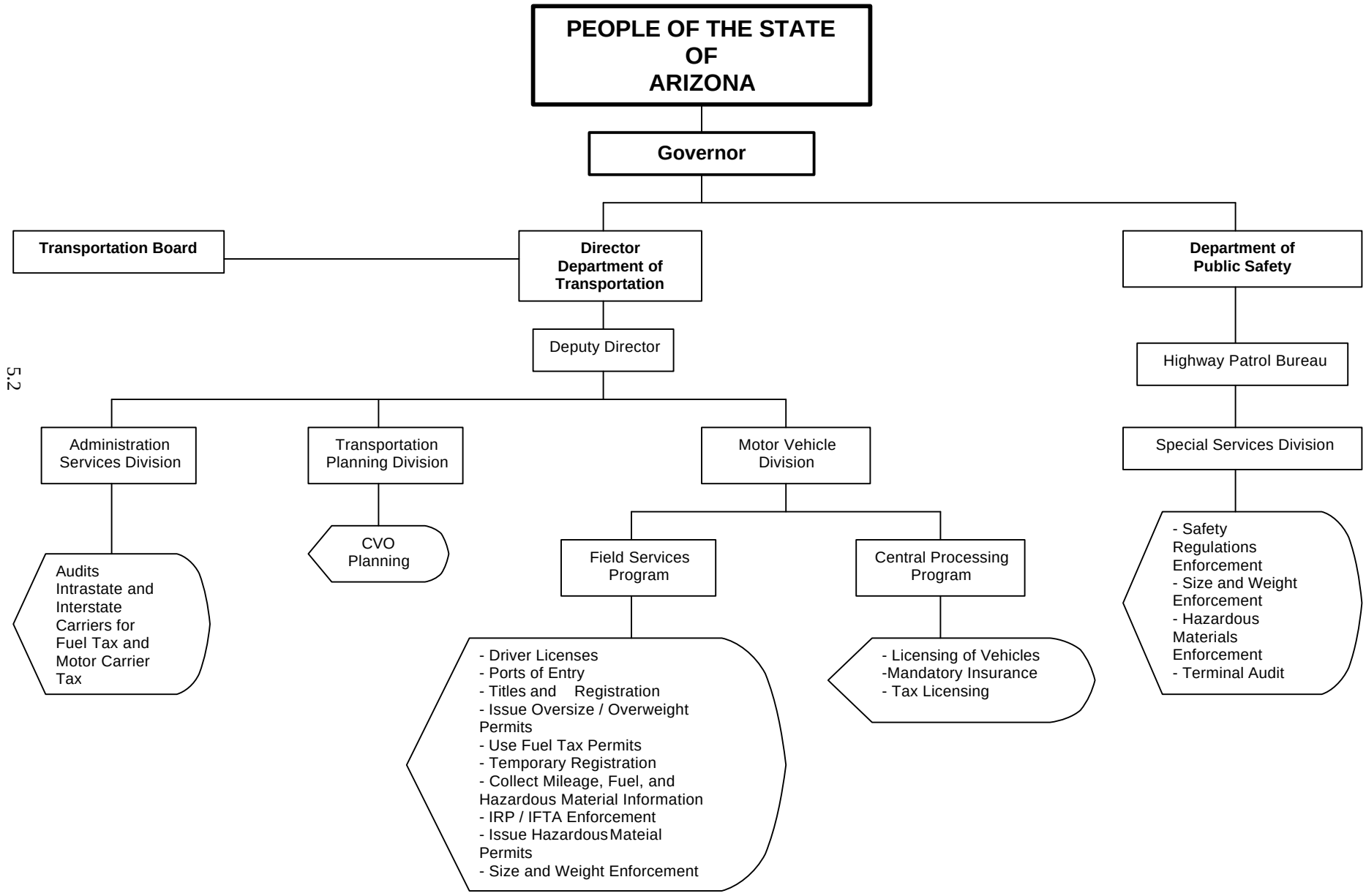


Exhibit 1

		CVO FUNCTIONS															
		IRP Registration	Vehicle Registration	OS/OW Permitting	Truck Data Collection	CDL Issuance	Fuel Tax Administration	Issue Operating Authority	CVO Enforcement	IFTA Tax Administration	Regulation of Carrier Rates	Weigh Station/POE Operations	Vehicle Safety Inspection	HazMat Permitting	Infectious Waste Permitting	Hazardous Waste Registration
Arizona Department of Transportation	Transportation Planning Division				•											
	Motor Vehicle Division/Field Services Program	•	•	•		•	•		•	•		•		•		
	Motor Vehicle Division/Central Processing Program	•	•				•			•						
Arizona Department of Public Safety																
	Highway Patrol Bureau/Special Services Division								•							

The ADPS can query the CDLIS and NDR national databases to receive specific CDL information. This agency also submits lists of drivers who had been apprehended while driving under the influence of alcohol to both the Federal Highway Administration's Safety Network and to ADOT.

STATE AGENCY CVO FUNCTIONS

The following section of the report describes some of the commercial vehicle functions performed in Arizona. Please consult Figures 2 through 6 for a schematic representation of these commercial vehicle functions. Exhibit 2 has been provided at the end of this section to indicate the common elements of information that are collected by the various state agencies during their commercial vehicle operations tasks.

Vehicle Licensing and Registration (Figure 2),

The Motor Vehicle Division of ADOT registers both interstate and intrastate carriers. Interstate carriers can be registered proportionally if their vehicles travel to more than one IRP state. Unlike other states, Arizona does not issue operating authority directly to carriers. Instead, each vehicle owned by the carrier is registered and issued the appropriate license plates and cab cards. New vehicles are also given certificates of title.

The Motor Vehicle Division handles five types of vehicle registrations: (1) International Registration Plan (IRP), (2) Arizona prorate registration, (3) Interstate registration, (4) 30/60/90 day nonresident permits, and (5) single trip registration permits which expire in 96 hours. The last two permits can be issued by both the Field Services and the Central Processing Programs. The other three registrations can only be transacted through the Central Processing Program. The transactions required for any of these permits or registrations can be handled by mail or in person.

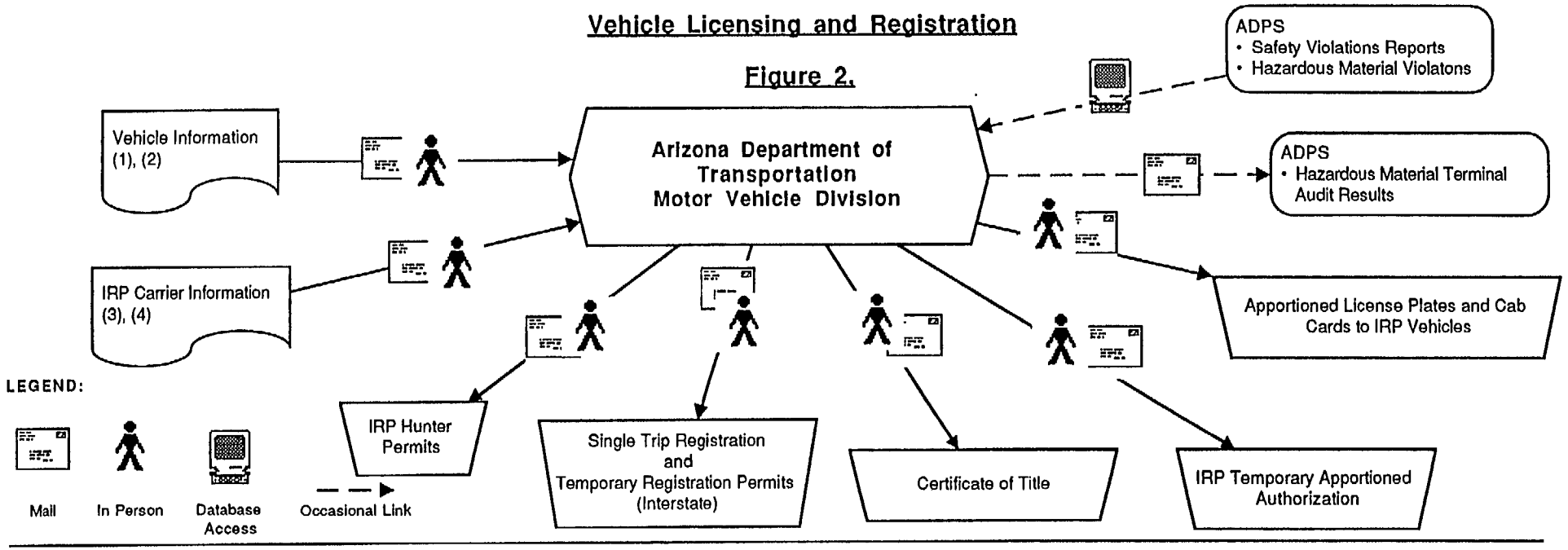
Tax Collection and Audit (Figure 3).

The Administration Services Division (ASD) of ADOT handles the tax collection from commercial carriers in the state of Arizona. All commercial motor vehicles must register with ADOT for tax purposes. Another division of ADOT, the Motor Vehicle Division (MVD), issues three types of tax licenses: Use Fuel Tax, Motor Carrier Tax, and International Fuel Tax Agreement (IFTA). Since Arizona is an IFTA state, it also issues IFTA cab cards to those vehicles traveling to other IFTA jurisdictions. The tax transactions between the agency and the carriers are handled primarily by mail, although in-person requests are occasionally processed.

Before receiving the Motor Carrier and/or the Use Fuel Tax License, each commercial vehicle with a declared gross weight in excess of 20,000 pounds (or transporting hazardous

Vehicle Licensing and Registration

Figure 2.



NOTES:

(1) Application for Arizona Certificate of Title
- Vehicle plate #, VIN
- Vehicle make, body style, year
- Vehicle model, list price, gross vehicle weight
- Type of fuel
- Odometer reading
- Vehicle owner's name, date of birth
- Driver license # of vehicle owner
- Address of vehicle owner
- Lien holder names, addresses, amounts, dates
- If mobile home, mobile home manufacturer and physical location of mobile home
- Date vehicle was acquired
- Name, address from whom the vehicle was acquired
- Proof of property damage and personal liability insurance

(2) Temporary Interstate Permit Application
(96 hrs, 30-60-90 days)
- Lessee/lessor name
- Registered owner's name, address
- Vehicle make, body style, model year
- VIN
- # of axles
- Gross vehicle weight
- License plate #
- Base plate
- AZ UF/MC account #
- Unit #
- Date and time of permit issuance
- Date and time of permit expiration

(3) IRP Registration requires:

a) Schedules A & B
- Carrier name, address
- Vehicle license year, fleet #
- Account #
- Sales tax exemption #
- Contact person's name, address, phone #
- Declared weights in IRP jurisdictions
- Vehicle information
  - owner's unit #, year, make of vehicle
  - VIN
  - vehicle type, # of axles or seats
  - unladen weight
  - fuel type
  - combined or gross weight
  - price of vehicle, factory price
  - date of purchase or lease
  - name of lessor or household goods carrier
  - horsepower
  - current license #
- Canadian Provincial Operating Authority #
- Common Carrier with ICC Permit #
- Contract Carrier with ICC Permit #
- Type of operation
  - livestock
  - grain
  - logs
  - produce
  - ore
  - sand, rock, or gravel
  - private carrier
  - haul for hire
  - household goods carrier
  - rental company
  - private/concrete
- Percent of total miles traveled in each IRP jurisdiction
- Insurance policy #, effective date
- Insurance company name
- Agent's name, phone #, address

b) IRS Form 2290
(proof of Heavy Vehicle Use Tax for vehicles over 55,000 lbs)

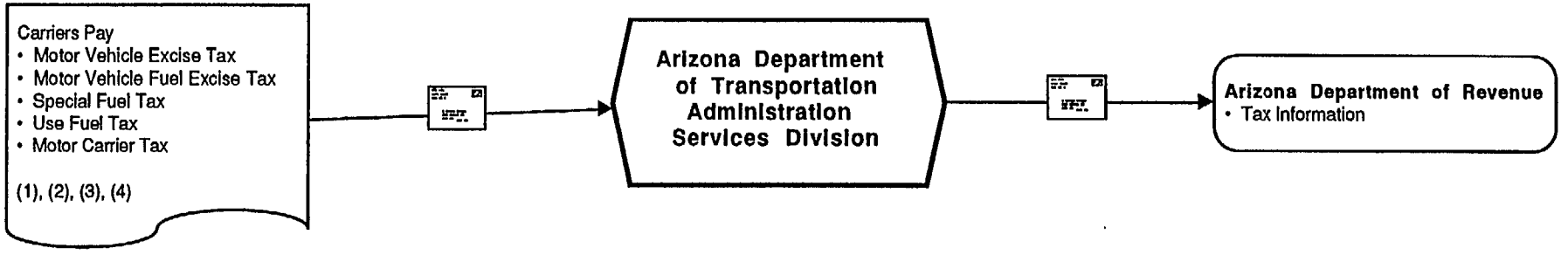
c) Lease Affidavit if vehicle is leased
- Name of lessee
- Vehicle year, make, Vehicle serial #
- Fuel type
- Registered gross vehicle weight
- Registered owner's name, address
- Lessee's tax license
- Tax account #
- Lessee's address

(4) IRP Temporary Apportioned Authorization
- Date issued
- Carrier name, address
- Vehicle year, make, serial #
- Type of vehicle
- AZ account #
- Fleet #
- Type of fuel
- Combined gross weight
- Unit #

Note: The following vehicles are exempt from IRP registration: Farm registered vehicles, Intrastate only vehicles, Recreational vehicles, and Government-owned vehicles. MVD also issues IRP Hunter Permits. These permits are for owner-operators who have broken their lease and wish to sign a new lease with another carrier. The permit allows them to travel UNLADEN from one specific origin to one specific location only for a single trip.

Tax Collection and Audit

Figure 3.



LEGEND Mail In Person

NOTES:

Intrastate carriers need to file one or more of the following groups of tax documents:

(1)

a) Application for Arizona Tax License
- Legal Status of carrier
  - individual
  - partnership
  - corporation
  - government
  - limited partnership
  - rights of survivorship
- Federal ID #
- Social security #
- Carrier address, phone #
- Record keeper's name and title
- Record keeper's address, phone #
- Owners names, addresses, titles
- Total fuel storage capacity in AZ
- Type of tax license needed
  - use fuel
  - motor carrier
  - vendor
  - IFTA
  - distributor
  - restricted distributor
  - restricted vendor

b) Motor Carrier Bond
(for vehicles over 26,000 lbs)
OR
c) Combined Motor Carrier and Use Fuel Bond
(for vehicles over 26,000 lbs. and that do not use gasoline)
- Name of individual, partnership, or corporation
- Address of carrier
- Bond amount
- Effective date

d) Certificate of Insurance

(2)

a) Application for IFTA
- Carrier name, address, phone #
- Federal identification #
- Location of records, phone #
- If partnership, names and addresses of all partners
- If corporation, names and addresses of all principal officers
- IFTA jurisdictions in which carrier will travel
- Total mileage traveled in all jurisdictions using special fuel, gasoline and gasohol
- Total gallons of above fuels used in all jurisdictions
- For each IFTA jurisdiction and fuel type list,
  - tax rate
  - total miles
  - taxable miles
  - tax-paid gallons

(3)

a) Application for Arizona Tax License
(see 1a)

b) Use Fuel Bond
(for vehicles that do not use gasoline)
OR
c) Combined Motor Carrier and Use Fuel Bond
- Name of individual, partnership, or corporation
- Address of carrier
- Bond amount
- Effective date

d) Certificate of Insurance

(4) *(See Note Below)*

a) Application for Reduced Motor Carrier Tax Rate
- Motor carrier tax account #
- Carrier name, address
- Contact person's title, telephone #
- Description of business activity
- Methods of record keeping used to verify empty and loaded miles
- If agricultural vehicle,
  - base state
  - plate #
  - year, make, VIN
  - declared gross vehicle weight
  - # of axles

Note: This last application is only valid for carriers that meet either one of the following requirements:
1) 45% of more of a vehicle's AZ highway miles are traveled without a load
2) The vehicles transport solely agricultural products

materials, substances or wastes, regardless of gross vehicle weight) must submit proof of liability insurance.

Although the Administration Services Division performs the majority of the tax collection work, the Field Services Program of the Motor Vehicle Division can also issuetemporary single trip and 30-day motor carrier or use fuel tax permits. In addition, Field Services collects for tax purposes, mileage information and gallons of fuel being imported into Arizona.

Weight and Size Regulations (Figure 4),

The ADOT Motor Vehicle Division Field Services Program is responsible for issuing overdimensional permits for commercial vehicles that exceed the size and weight limits on Arizona roads. Since Arizona is a participant in the Western Regional Application (RAPP) Project, oversize and overweight permits that are valid for the other five RAPP states may also be issued by Field Services- These permits can be faxed to the carriers or owner/operators or picked up in person. Field Services also handles the enforcement of the weight and size laws at the weigh stations. The ADPS can assist if requested.

Commercial Driver Licensing - CDL (Figure 5).

The ADOT Motor Vehicle Division Field Services Program is responsible for issuing, monitoring, and maintaining records for commercial driver licenses.

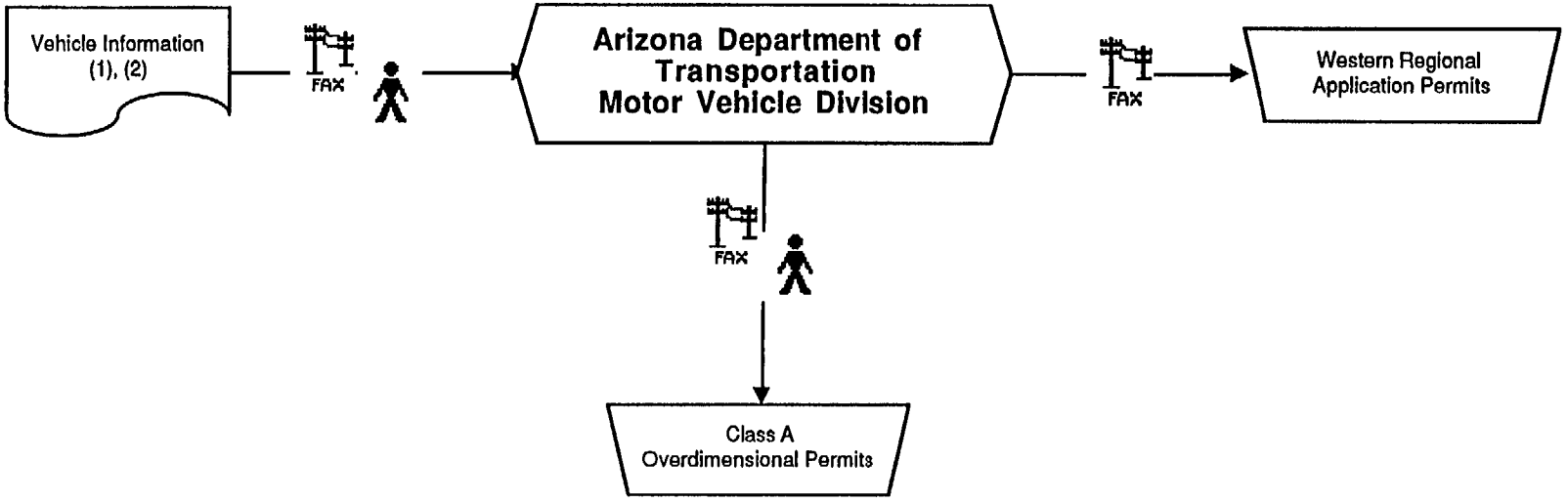
To qualify for a CDL, a driver must first pass a genera1 knowledge and skills test to show awareness of the rules of the road and competence in driving a commercial vehicle. Additional testing is required for the six types of CDL endorsements. If the driver is upgrading or transferring the CDL from another state, the Commercial Driver's License Information System (CDLIS) and the National Drivers Register (NDR) are checked to ensure that the driver possesses only one license, the license has not been suspended, revoked or canceled, and the driver has not been disqualified. Upon the issuance or upgrade of the CDL, both the CDLIS and NDR networks are updated immediately by the Field Services Program.

Safety Regulations (Figure 6).

In Arizona, the primary agency dealing with safety regulations is the Arizona Department of Public Safety. This agency performs roadside inspections of vehicles and drivers. The ADPS then enters inspection data, Driving Under the Influence Reports, and oversize/overweight violations into the Safetynet system operated by the Federal Highway Administration. In addition, the ADPS receives hazardous material violations and hazardous materials carrier terminal audit results from the Field Services Program of ADOT. The Field Services Program provides certificates of compliance to those hazardous material carriers who successfully pass the safety audits at their terminals.

Weight and Size Regulations

Figure 4.



LEGEND:

FAX — FAX

In Person

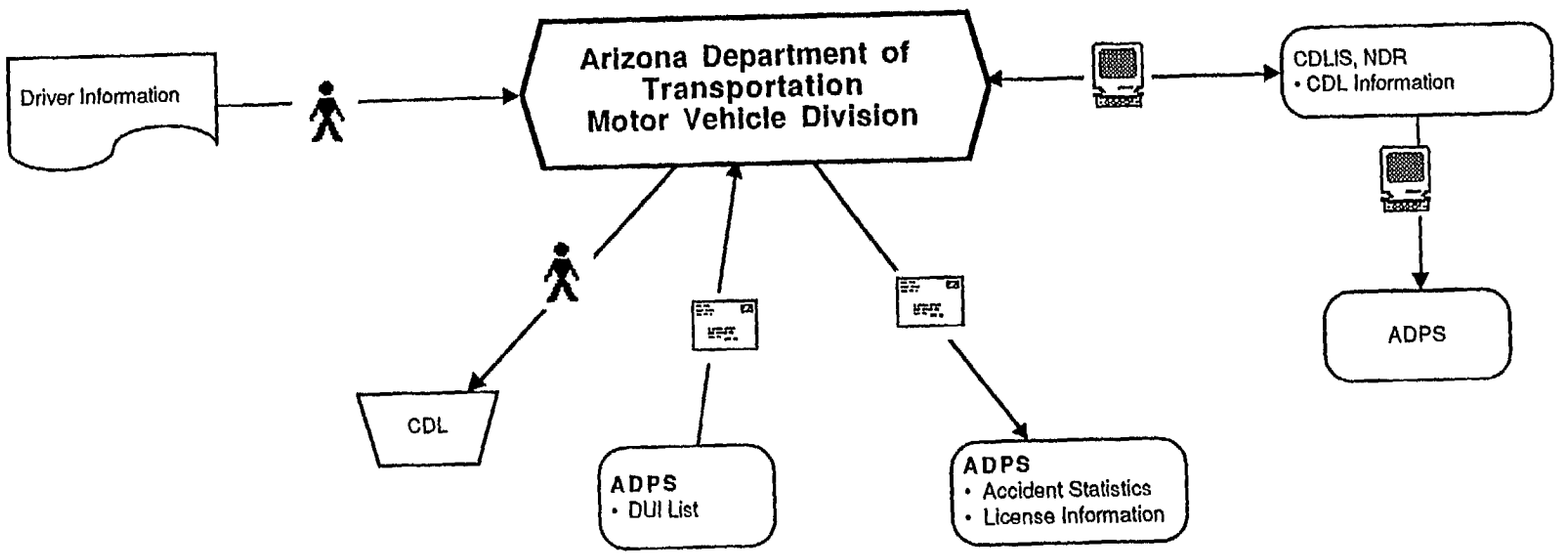
NOTES:

(1) Over Dimensional Permit Application
- Origin and destination
- Permit valid dates
- Routes to be taken
- Type of load
- Weight per axle
- License #
- Length, width, height
- Front and rear overhang
- Registered owner
- Driver

(2) Western Regional Application Permit
- Company name and address
- Fax #
- Permit valid dates
- Routes to be taken
- Description of load or vehicle
- Origin and destination
- Miles to be traveled
- Vehicle type
- Base state
- Unit #
- License #, year, make, PUC #
- Serial #
- # of axles
- Weight per axle group
- # of tires
- Axle spacing
- Tire size
- Length, overhang, width, height
- Gross vehicle weight
- Any special restrictions such as escorts or daylight driving only

Commercial Driver Licensing

Figure 5.



LEGEND:

In Person Mail Database Access

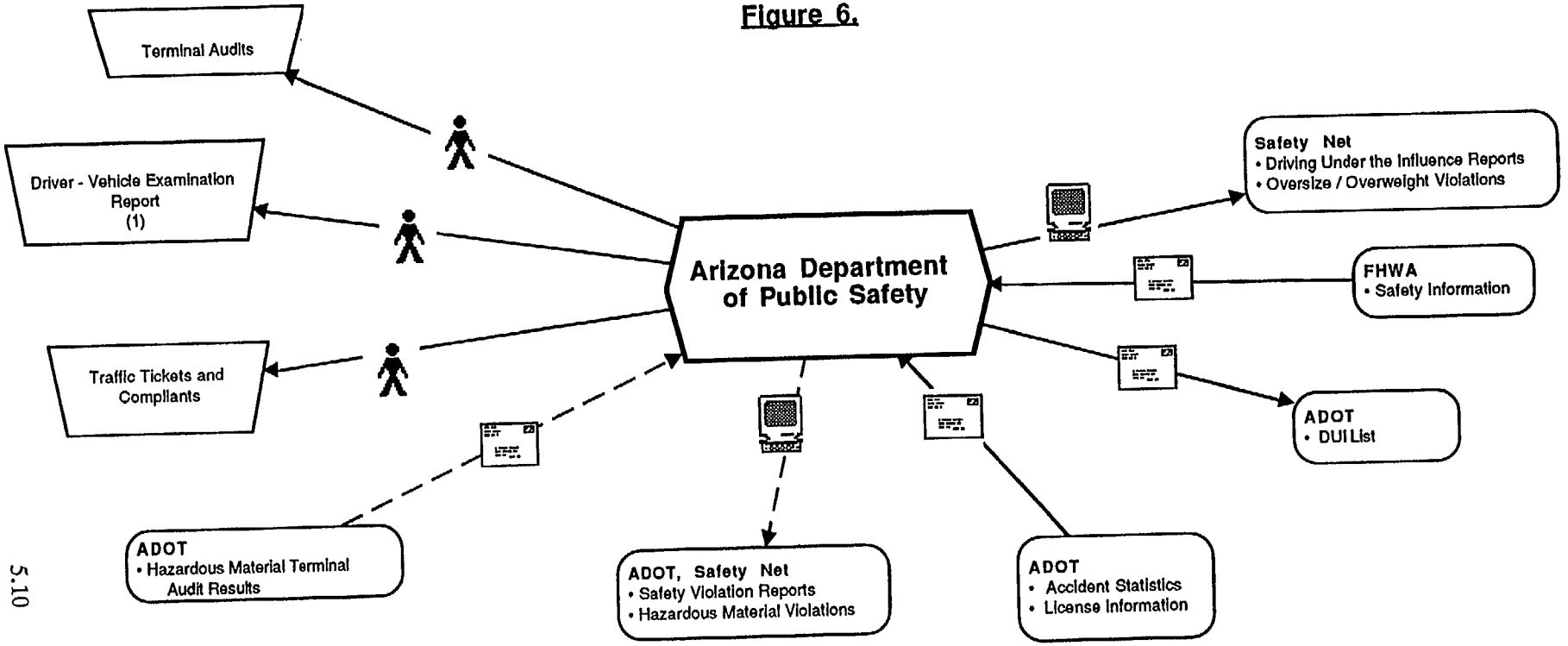
NOTES: Driver Inputs
- Medical review
- General Knowledge Test
- Skills Test
- Visual Test
- Commercial Driver License Application
  - Driver name, address
  - Date of birth
  - Height, weight, sex of driver
  - Eye color, hair color
  - Prior license #, class, issue date, expiration date, state

AMVD issues six types of CDL endorsements:
- Double/triple trailer
- Motorcycle
- Tank vehicle
- Hazardous material
- Bus/school bus
- Tank vehicle carrying hazardous material

Note: The following groups of drivers do not need CDLs.
- Fire fighters
- Law enforcement officers
- Farm vehicle operators
- Recreation vehicle operators

Safety Regulations

Figure 6.



NOTES:

(1) Driver-Vehicle Examination Report
- Date, inspection location
- Carrier name and address
- Driver and Co-driver information
  - birthdate
  - sex
  - social security #
  - driver's license #
  - state
- Vehicle information
  - unit type
  - year, make
  - company #
  - license #
  - state
- Safety violations noted

Exhibit 2

	STATE AGENCIES	
	ADOT	DPS
Base state	•	•
Driver's date of birth	•	•
Driver's social security number	•	•
License plate number	•	•
Make of vehicle	•	•
Sex of driver	•	•
Vehicle year	•	•

WEIGH STATION ACTIVITY

Another aspect of commercial vehicle operations that exists in Arizona is the activities that occur at the weigh stations and ports of entry. These activities are diagrammed in Figure 7. This diagram indicates the actions of the Motor Vehicle Division of ADOT at these sites. Some basic driver and vehicle information is collected before any of the listed tasks are performed. All of these tasks are performed at the ports of entry and in addition, some of the tasks may be performed at other roadside check points or on trucks that are randomly selected on any state highway.

During the weighing and inspection process, the ADOT personnel query the TARGATS database to receive the status of the motor carrier tax account. This is a key account since Arizona is one of the few states that imposes a weight-distance tax on commercial vehicles. The weigh station staff also exchange information regularly with New Mexico weigh stations since the two states tend to receive much of the same truck traffic. Occasionally, ADOT will receive information about driver arrest warrants from ADPS headquarters.

After being weighed and inspected, the driver and the vehicle can both receive a number of items. Trip permits, Use Fuel cab cards, and registration paperwork are the more common items. However, if either the vehicle or the driver are not in compliance with motor carrier laws, CDL laws, use fuel tax laws, safety laws, or oversize/overweight regulations, then a citation is issued.

The Motor Vehicle Division of ADOT personnel are joined at the ports of entry and weigh stations by ADPS, the Arizona Department of Agriculture, and local county sheriffs, all of whom have slightly different tasks to perform. Unfortunately, figures diagramrning their specific tasks are not currently available.

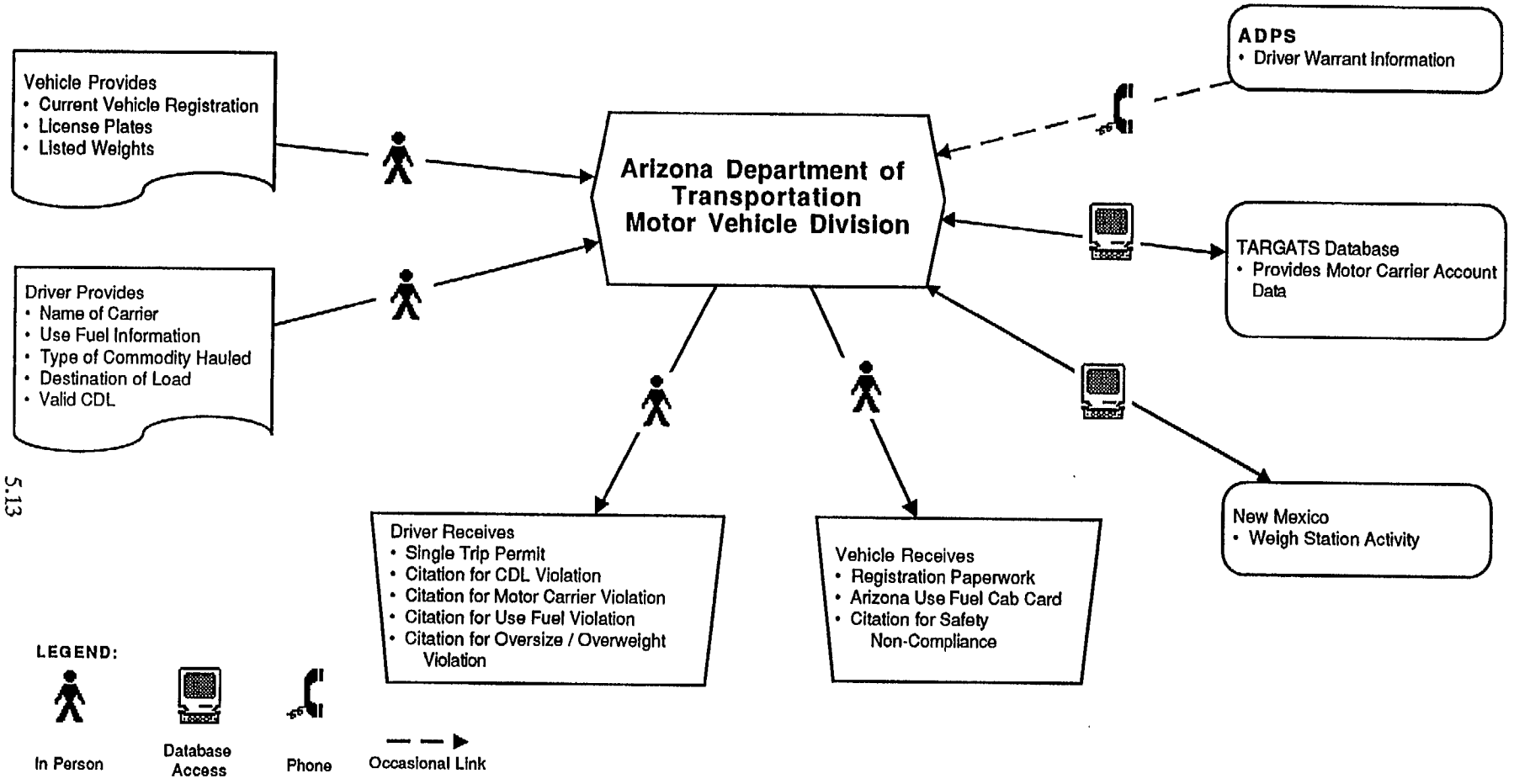
MEMBERSHIP IN NATIONAL ORGANIZATIONS

Arizona participates in the following CVO-related national organizations:

- National Drivers Register (NDR)
- Commercial Driver License Information System (CDLIS)
- International Registration Plan (IRP)
- International Fuel Tax Agreement (IFTA)
- Safety Net

Weigh Station Activity

Figure 7.



Special Notes:

The following vehicles are exempt form weigh station activities:

- Any implements of husbandry
- Vehicles owned by religious institutions
- Vehicles owned by the Bureau of Indian Affairs
- U.S. Government vehicles
- Any state government vehicles
- Recreational vehicles

Task Performed:

- Weigh Trucks
- Measure Trucks
- Collect Truck Volumes
- Collect Truck Weights
- Collect Truck Counts
- Examine Registration
- Examine Use Fuel Information
- Examine All Permits

Other Regulatory Agencies Present at the Weigh Stations:

- ADPS
- Arizona Department of Agriculture
- County Sheriff

DATA COLLECTION EFFORT

The evaluation summary culminates a lengthy process that included three key visits to the state of Arizona in order to discuss various CVO issues and to gather data that was utilized in developing the organizational and data flow charts.

The first meeting (May 1992) was set up to provide an introduction of the Crescent database to the state agencies involved with commercial vehicle operations. This meeting was attended by nine Arizona state officials, all of whom were from various divisions within the Department of Transportation.

The second visit occurred in April 1993. This visit was mostly a data gathering. expedition and therefore personal interviews were conducted with each agency. Four members of the ADOT Motor Vehicle Division, as well as one official from the Department of Public Safety were interviewed.

The third and final visit occurred in June 1993. This visit was to verify the CVO functions performed by all of the state agencies in addition to documenting any concerns that the agencies had regarding implementation of the Crescent database. As in the second visit, the format of the final visit consisted of personal meetings with each agency. During this visit, two officials from ADOT and one person from ADPS were interviewed.

STATE AGENCY CONCERNS AND BENEFITS

Based on the views expressed by the state officials interviewed during the final visit, this section identifies the general and specific issues, concerns, opportunities and benefits of the Crescent system from the perspective of the state as a whole and from each agency. In addition, Tables 1 - 2 indicate agency representative responses to a rating questionnaire regarding issues and opportunities raised by the Crescent demonstration system. This questionnaire was used during both the first and second surveys in order to gather input as to how the representatives' perceptions had changed over time and with hopefully, greater understanding and exposure to the demonstration program. The tables, however, only indicate the latest ratings as filled out by each representative in order to avoid unfair weighting of the answers.

General Perceptions.

Opportunities and Benefits. Arizona has only two major agencies that deal with commercial vehicle regulations. This made it easy to find the common benefits between them. The most obvious benefit is the increased efficiency through which trucks can be processed at the ports of entry. This allows for a reduction of personnel at the ports and also at other weigh stations, thereby permitting better deployment of these individuals at sites that previously were

not well enforced. In addition, both agencies perceived a net cost savings resulting from the implementation of Crescent.

Issues and Concerns. The main issue expressed by both agencies concerned the lack of a clear const/benefit analysis of the Crescent system as it pertains to the state of Arizona. Related to this concern was the issue of data control and security. Both agencies want a database that interfaces smoothly with the state networks, but without compromising the state's sovereignty over its data. Some information on the database must remain confidential.

Specific Perceptions.

Arizona Department of Public Safety

agency concerns. This agency had only a few specific concerns. ADPS wants Crescent to be compatible with the current databases existing in Arizona and it is concerned about the lack of violation report standards among enforcement agencies in different states. Other more specific issues mentioned include:

- Data type and content of database
- Database must have enforcement functionality
- Definition of hardware and software requirements
- Lack of driver information

Agency benefits. ADPS perceived one key benefit from the implementation of Crescent. This benefit is the improved commercial vehicle operations for both enforcement personnel and for the trucking industry. A secondary benefit is the time and effort savings associated with the more automated permitting process allowed by Crescent.

Arizona Department of Transportation

Agency concerns. ADOT can be divided into three main divisions: Transportation Planning, Administration Services and Motor Vehicle. The Planning Division did not have any major concerns with the Crescent system. On the other hand, the Motor Vehicle Division was quite concerned with the data management of the Crescent network. Of particular concern were the cost of establishing the system and control of the data once the system was up and running. The cost element was deemed critical since it depended entirely on Arizona legislature appropriations.

The Administration Services Division was primarily interested in the verifiability of other states' data which could assist this division in its audits of carriers.

The Motor Vehicle Division was interested in having exact times and dates of truck entry into or exit from the state in order to improve tax compliance. This division also strongly believed that the ownership of the data input into Crescent should remain with each individual state, while access costs for Crescent data should only be charged for information gathered from other states.

Some other specific concerns expressed by both divisions are listed below:

- Cost to the carriers
- Development of uniform technical standards and commitment by all implementation agencies to these standards
- Institutional changes
- Not enough technical expertise currently at ADOT
- Phone line costs in rural areas
- Potential fraudulent misuse of the transponders
- Privacy concerns among carrier industry
- Smaller carriers and owner-operators may refuse to cooperate in Crescent project

Agency benefits. As mentioned above, the Planning Division did not see any major concerns; likewise, it saw no major benefits either. It expressed only a belief that some minimal cost savings would occur. On the other hand, the Motor Vehicle Division stated that improved port of entry operations was a major benefit for both the state and the trucking industry. In addition, Crescent would allow for the tracking of vehicles past the border entry points and through the rest of the region. Other more specific benefits expressed by both divisions include:

- Assists in enforcement of size/weight/speed regulations
- Assists in transportation planning/origin-destination data collection
- Begins the move towards an ideal paperless system
- Better administration of weight-distance taxes
- Better audits and monitoring of carriers
- Better compliance with Arizona commercial vehicle statutes
- Fosters interstate trust and cooperation
- Increases carrier tax compliance
- Joint ports of entry with neighboring states can be established

Table 2

THE STATE OF ARIZONA

SUMMARY OF ISSUES AND OPPORTUNITIES

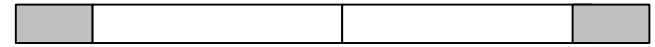
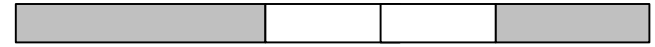
	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 7 Strongly Agree			
1	Implementation of HELP Technology will require changes to State Law.	2		1	4.0	7
2	Implementation of HELP Technology will require changes to Agency rules and regulations.	2		6	6.5	7
3	Implementation of HELP Technology will require changes to department policies.	2		6	6.5	7
4	A high degree of inter-jurisdictional cooperation will be required for Crescent implementation.	2		6	6.5	7
5	My agency has sufficient technical expertise to fully implement HELP Technology.	2		3	4.5	6
6	Implementation of HELP Technology provides potential for significant regulatory agency improvements	2		7	7.0	7
7	Capital costs of HELP Technology implementation are affordable.	2		6	6.5	7
8	Operational costs of HELP Technology represent significant potential savings compared to current techniques.	2		4	5.5	7
9	Allocation of motor fuel tax funds for IVHS projects is flexible and not of concern.	2		4	5.0	6

Table 1

THE STATE OF ARIZONA

SUMMARY OF ISSUES AND OPPORTUNITIES

	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 7 Strongly Agree			
10	Risk sharing among public agencies and private manufacturers is a problem that needs addressing.	2		4	4.5	5
11	HELP Technology should be compatible with rail, ocean shipping, and intermodal Automatic Vehicle Identification (AVI) and Automatic Vehicle Location (AVL).	2		6	6.5	7
12	Implementation of HELP Technology depends upon development of uniform technical standards and commitment by all implementation agencies to these standards.	2		6	6.5	7
13	Realistic tolerances for Weigh in Motion (WIM) must be developed and incorporated into uniform standards.	2		6	6.5	7
14	Multi-transponder readers must be developed	2		6	6.5	7
15	Privacy of data is not a concern in implementing HELP Technology.	2		1	1.0	1
16	Control of data is not a concern in implementing HELP Technology.	2		1	1.0	1
17	Implementation of the HELP Technology will have significant positive effects on the transport market and industry structure.	2		4	5.0	6

Table 2

THE STATE OF ARIZONA

SUMMARY OF ISSUES AND OPPORTUNITIES

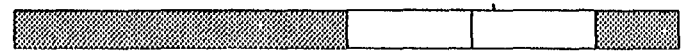
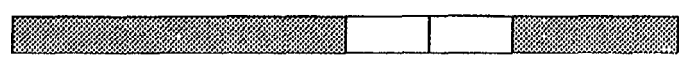
	OPPORTUNITIES	Number of Responses	Results (Strongly Disagree 1 2 3 Nuetral 4 5 6 7 Strongly Agree)	Min	Avg	Max
1	Implementation of the HELP Technology will have significant positive implications for the organization of the agency.	2		≥	≥4	6
2	Implementation of the HELP Technology provides significant opportunities for motor carrier productivity and efficiency enhancement.	2		6	6.0	6
3	Availability of weigh-in-motion (WIM) with automatic vehicle identification (VI) would significantly assist my agency's operations.	2		6	6.5	7
4	Automatic Vehicle Classification (AVC) would significantly assist my agency's operations.	2		6	6.5	7
5	Pre-clearance for safety inspections, permits, etc. using AVI would significantly assist my agency's operations.	2		4	5.5	7
6	One-stop shopping for licenses, registrations, and permits would significantly assist my agency's operations.	2		6	6.5	7
7	Automated, apportioned fuel tax administration which could be provided through implementation of HELP Technology would significantly assist my agency's operations.	2		≥	≥5	7
8	Implementation of HELP Technology would simplify and improve the process of permitting hazardous material movements.	2		4	5.0	6
9	Advanced vehicle control systems (AVCS) would be of great interest to my agency.	2		4	5.0	6

Table 2

THE STATE OF ARIZONA

SUMMARY OF ISSUES AND OPPORTUNITIES

	OPPORTUNITIES	Number of Responses	Results (Strongly Disagree 1 2 3 Nuetral 4 5 6 7 Strongly Agree)	Min.	Avg.	Max.
10	Implementation of HELP Technology would greatly assist transportation planning/origin-destination data collection.	2		6	6.5	7
11	Implementation of HELP Technology would greatly assist traffic engineering functions.	2		3	4.5	6
12	Implementation of HELP Technology would greatly assist those performing pavement and bridge design functions.	2		4	5.0	6
13	Implementation of HELP Technology would greatly assist enforcement of size/weight/speed regulations.	2		6	6.0	6
14	Implementation of HELP Technology would greatly assist in monitoring hazardous material movements.	2		6	6.0	6
15	Implementation of HELP Technology would greatly assist vehicle taxation functions.	2		6	6.0	6
16	Coordinated WIM/AVI data reports would greatly assist my agency.	2		6	6.0	6
17	Implementation of HELP Technology would enhance driver and vehicle safety.	2		6	6.5	7
18	Dynamic vehicle safety warning systems would contribute to driver and vehicle safety.	2		6	6.0	6

Table 2

THE STATE OF ARIZONA

SUMMARY OF ISSUES AND OPPORTUNITIES

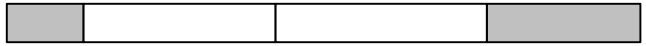
	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 7 Strongly Agree			
19	Real time communication of accident and/or weather information to commercial vehicle operators would be very desirable	2		7	7.0	7
20	Driver fatigue and impairment countermeasures which become possible through implementation of HELP technology would significantly enhance safety.	2		6	6.0	6
21	Remote driver and vehicle safety inspections could greatly enhance safety.	2		4	4.5	6
22	Computerized maintenance records for commercial vehicles would enhance safety.	2		4	5.0	6
23a	Automation of the following state regulatory function would be desirable: License plate issuance	2		6	6.5	7
23b	Automation of the following state regulatory function would be desirable: Annual vehicle registration.	2		1	3.5	6
23c	Automation of the following state regulatory function would be desirable: ICC operating authority	2		4	5.0	6
23d	Automation of the following state regulatory function would be desirable: Temporary registration	2		6	6.5	7
23e	Automation of the following state regulatory function would be desirable: Fuel tax registration, payment and auditing	2		6	6.5	7

Table 2

THE STATE OF ARIZONA

SUMMARY OF ISSUES AND OPPORTUNITIES

	OPPORTUNITIES	Number of Responses	Results	Min.	Avg.	Max
			Strongly Disagree Nuetral Strongly Agree . 1 2 3 4 5 6 7			
3f	Automation of the following state regulatory function would be desirable: Temporary fuel tax permits	2		6	6.5	7
3g	Automation of the following state regulatory function would be desirable: Weight-distance taxes	2		6	6.5	7
3h	Automation of the following state regulatory function would be desirable: Oversize and overweight permits	2		6	6.5	7
3i	Automation of the following state regulatory function would be desirable: Hazardous materials permits	2		6	6.5	7
3j	Automation of the following state regulatory function would be desirable: Issuance of truck credentials in one location	2		5	5.5	6
3k	Automation of the following state regulatory function would be desirable: Toll collection	2		6	6.5	7

NEW MEXICO STATE AGENCY CVO EVALUATION SUMMARY

ORGANIZATIONAL STRUCTURE

New Mexico has a straightforward commercial vehicle organizational structure as shown in Figure 1. It is divided into three major agencies that deal in some way with commercial vehicle operations. The New Mexico State Corporation Commission (NMSCC) is the only elected agency of the three shown on the figure. It primarily handles interstate carrier registration and intrastate carrier authorization through its Motor Carrier Division.

The other two agencies are both directed by Secretaries in the Executive Cabinet. The New Mexico Highways and Transportation Department (NMHTD) has the smallest role in commercial vehicle operations in the state. Within its Transportation Planning Division, the Traffic Data Bureau collects assorted commercial vehicle data for planning purposes. The Transportation Systems Bureau, within this division, is responsible for providing traffic data, truck volume, axle weight, gross weight, and equivalent single axle load reports to the FHWA.

The last agency shown on Figure 1 is the New Mexico Taxation and Revenue Department (NMTRD). This agency has the most involvement with commercial vehicle operations in the state. It is divided into three divisions: Revenue Processing, Motor Transportation, and Motor Vehicle. The first division is important since it handles all of the fees associated with registering, titling, and licensing commercial vehicles and drivers. The Motor Transportation Division (MTD) is subdivided into an Operations Bureau and an Enforcement Bureau. Both of these Bureaus handle many functions including issuing excessive size and weight permits, operating the ports of entry, and performing CVSA and MCSAP inspections.

The last division, Motor Vehicle Division (MVD), is further divided into Vehicle Services, Driver Services, and Field Operations. Each plays an important role in commercial vehicle operations. The Vehicle Services handles all interstate registration of vehicles while Field Operations handles the intrastate registration of vehicles. In addition, all commercial driver licenses are issued at Field offices rather than out of the CDL Section. This Section instead handles all of the record keeping and data management of driver licenses.

DESCRIPTION OF STATE AGENCIES

The following section describes the two major agencies which have CVO responsibilities in New Mexico (NMHTD does not really have a major role as described earlier). This section also includes a description of some of the information links associated with these agencies. Please review Figures 2 through 6 for a schematic representation of these links. Exhibit 1 has also been provided to illustrate which CVO functions are performed by which state agencies.

NEW MEXICO CVO ORGANIZATION

Figure 1.

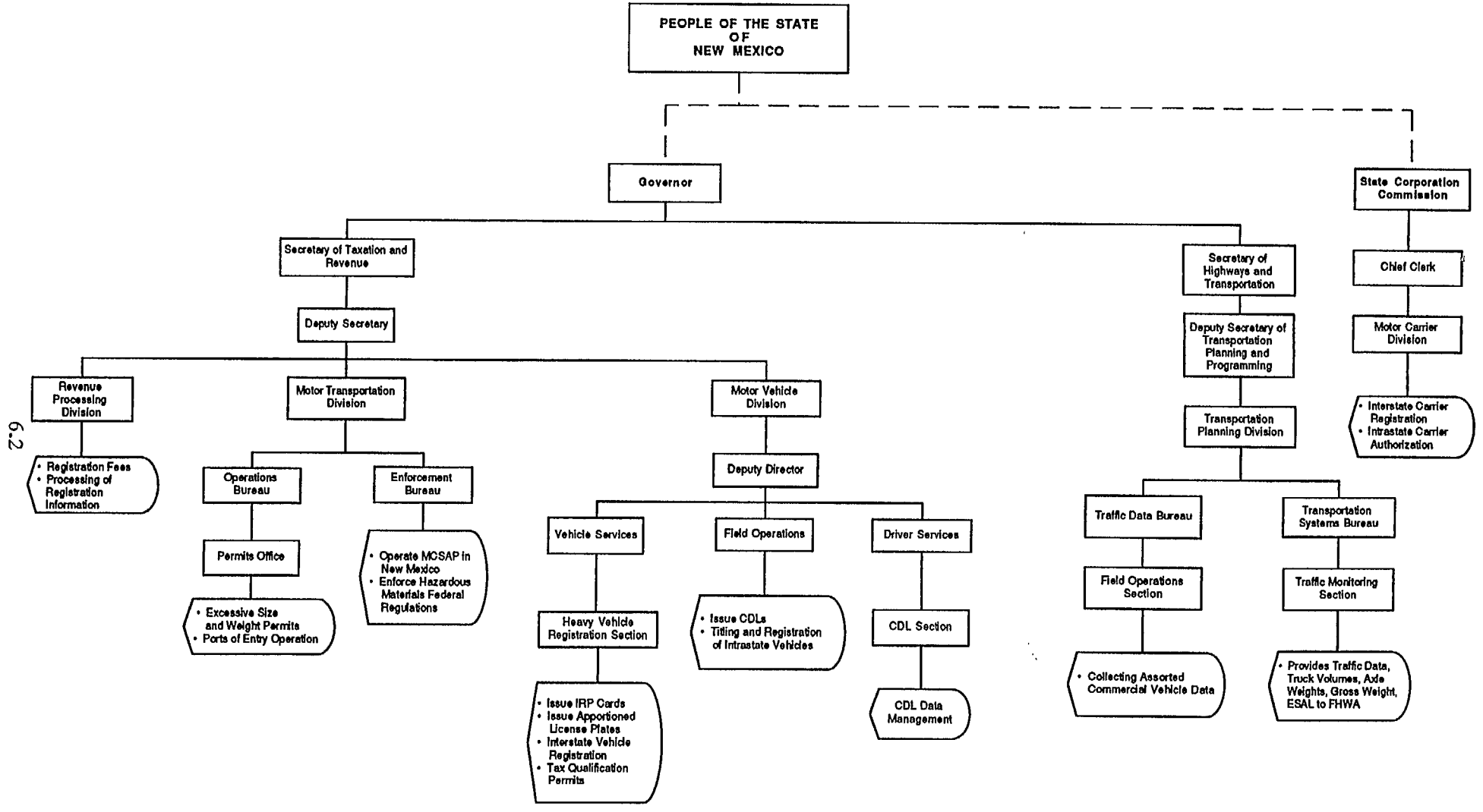


Exhibit 1

		CVO FUNCTIONS															
		IRP Registration	Vehicle Registration	OS/OW Permitting	Truck Data Collection	CDL Issuance	Fuel Tax Administration	Issue Operating Authority	CVO Enforcement	IFTA Tax Administration	Regulation of Carrier Rates	Weigh Station/POE Operations	Vehicle Safety Inspection	HazMat Permitting	Infectious Waste Permitting	Hazardous Waste Registration
Taxation and Revenue Department	MTD/Operations Bureau/Permits Office			•								•				
	MTD/Enforcement Bureau								•				•	•		
	MVD/Vehicle Services/Heavy Vehicle Registration Section	•	•				•									
	MVD/Field Operations		•			•										
Highways and Transportation Department	Transportation Planning Division/Traffic Data Bureau				•											
	Transportation Planning Div/Transportation Systems Bureau				•											
State Corporation Commission	Motor Carrier Division							•								

New Mexico Taxation and Revenue Department.

The NMTRD Motor Transportation Division handles all of the weight and size regulations, safety regulations, and enforcement aspects of commercial vehicle operations in New Mexico. This division also enforces vehicle registration and tax laws applicable to commercial vehicles both at ports of entry and using mobile patrols. It issues size and weight permits, and handles CVSA and MCSAP inspections.

In terms of communications with other agencies and databases, the Motor Transportation Division submits and receives safety inspection information from Safetynet. The US Department of Transportation, the Federal Highway Administration (FHWA), and the New Mexico Magistrate Courts are- all provided with various relevant carrier or driver violations and other information. The FHWA, in turn, provides carrier safety ratings and carrier profiles to the Motor Transportation Division. Finally, important road and route information is exchanged with the NMHTD. Most of the transactions between the agencies are through database access or by mail. The permits that are issued for vehicles can be obtained through mail, fax, telephone, or in person. The MTD occasionally verifies, via a state computer network, specific CDL information provided by the MVD.

The responsibilities of the Motor Vehicle Division are to license drivers and maintain their records, register and title vehicles, and collect taxes and revenues. The Driver Services Bureau has responsibility for driver records, revocations, suspensions and penalty assessments for any violations. The Vehicle Services Bureau is responsible for title editing, mail-in registration, and monitoring of vehicle insurance. The Heavy Vehicle Registration Section within the MVD issues apportioned IRP license plates to New Mexico based carriers. The Heavy Vehicle Registration Section also handles the administration and fee collection for the International Registration Plan (IRP). This section additionally issues cab cards and fuel permits. The MVD will also provide requested CDL information when asked by its sister department (MTD)

New Mexico State Corporation Commission,

The NMSCC issues intrastate operating authority. It is unlawful for any common, contract, or for-hire motor carrier to operate in New Mexico without first having obtained the proper operating certificate or permit. The Motor Carrier Division of the NMSCC also registers carriers who have ICC authority and interstate carriers who are ICC-exempt. The NMSCC issues warrants to intrastate not-for-profit commercial carriers. The Motor Carrier Division receives safety information from the Motor Transportation Division on occasion.

STATE AGENCY CVO FUNCTIONS

The following section of the report describes the key commercial vehicle functions performed in New Mexico. Please consult Figures 2 through 6 for a schematic representation of these commercial vehicle functions. Exhibit 2 has been provided at the end of this section to indicate the common elements of information that are collected by the various state agencies during their commercial vehicle operations tasks.

Commercial Driver Licensing - CDL (Figure 2)

The NMTRD Motor Vehicle Division's Field Operations Section is responsible for issuing commercial driver licenses. The CDL Section of Driver Services is responsible for maintaining records of the licenses.

To qualify for a CDL, a driver must first pass a knowledge and skills test to show awareness of the rules of the road and competence in driving a commercial vehicle. Additional testing includes a written examination, a road test, a vision exam, and a test of the driver's knowledge of the New Mexico Weight and Size Regulations.

If the driver is upgrading his license, or transferring the CDL from another state, the Commercial Driver's License Information System (CDLIS) and the National Drivers Register (NDR) are checked to ensure that the driver possesses only one license, the license has not been suspended, revoked or canceled, and the driver has not been disqualified. Upon the issuance or upgrade of the CDL, both the CDLIS and NDR networks are updated immediately by the MVD.

Vehicle Registration. Licensing and Tax Collection (Figure 3),

New Mexico based motor vehicles must be registered with the Motor Vehicle Division. Upon completion of the registration process, the vehicle is issued a certificate of registration and a license plate. All New Mexico based vehicles are required to have a Fuel Permit and Tax card if the gross weight of the vehicle or vehicle combination exceeds 26,000 pounds, or if the vehicle, regardless of weight, is fueled from a private bulk storage facility.

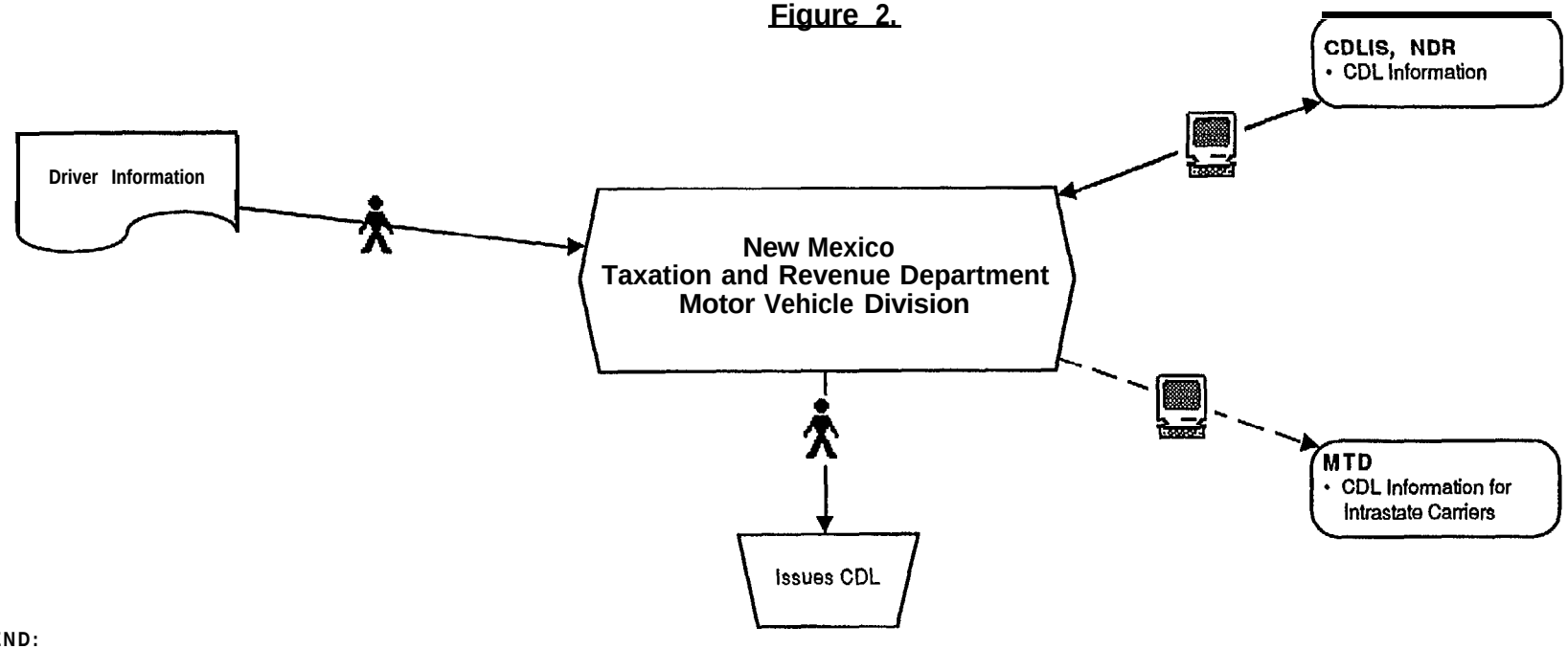
The Motor Vehicle Division also administers the "Bingo" Stamp Program for the NMSCC. For-hire motor carriers must obtain a "Bingo" for every vehicle operated; interstate motor carriers obtain bingo stamps while intrastate carriers obtain bingo decals. IRP cab cards, bingo stamps and decals, New Mexico apportioned license plates, and fuel permits and tax cards are all issued by the Heavy Vehicle Registration Section of the MVD.

Operating Authority (Figure 4),

Operating authority for intrastate carriers is handled through the NMSCC Motor Carrier Division. Interstate registration of both ICC and ICC-exempt carriers are handled by this division as well. For intrastate carriers, the NMSCC issues the following types of operating authorities: Certificate of Public Convenience & Necessity; Contract Motor Carrier Permit;

Commercial Driver Licensing

Figure 2.



LEGEND:

In Person — Database Access — Occasional Link

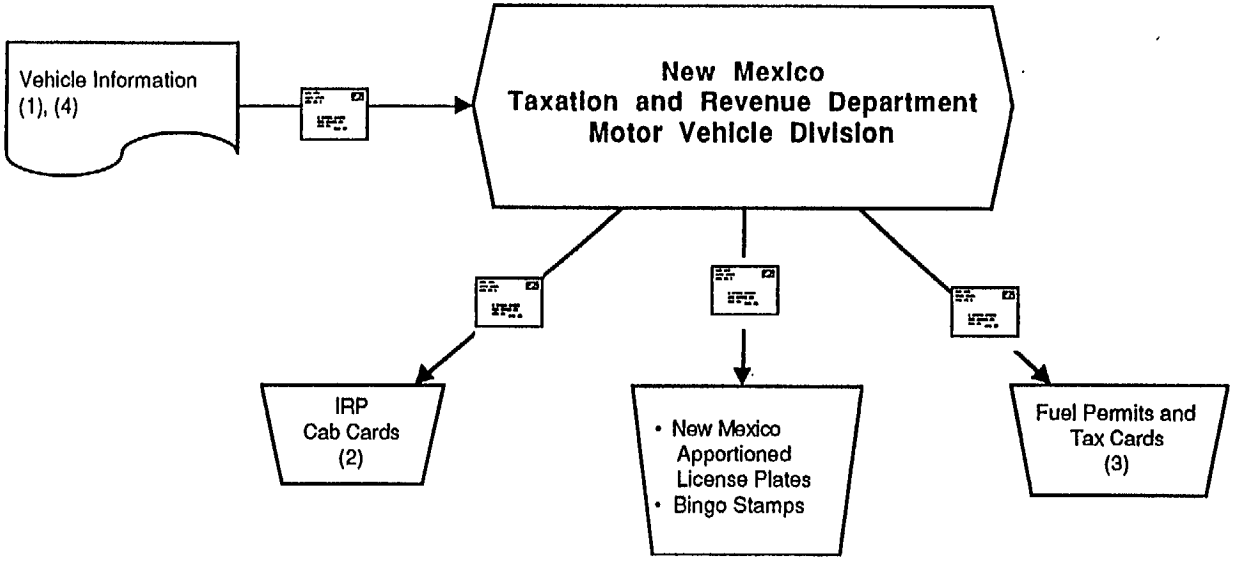
NOTES:

Commercial Driver License Application:

- License class
- Type of endorsements
- Drivefs date of birth
- [illegible]
- Height, weight
- Social security #
- Driver's address
- Driver's previous license #, state
- Vision test
- Written and road test
- CDL knowledge lest
- CDL skills test
- Medical certificate
- Weight and Size Regulations

Vehicle Registration and Licensing
Tax Collection

Figure 3.



LEGEND:

Mail

NOTES:

Vehicle Registration & Licensing

(1) Apportioned Registration Application
- Carrier name, address
- Registration year
- Fleet #
- Account #
- Contact person's name, address, phone #
- Vehicle information
  - Owner's equipment #
  - Year of vehicle
  - Make of vehicle
  - VIN
  - Vehicle type
  - # of seats or axles
  - Unladen weight
  - Type of fuel
  - Declared gross or combined weight
  - Factory price of vehicle
  - Purchase price of vehicle
  - Date of purchase
  - NM apportioned plate #
  - Name of owner/lessor
  - NM title #
- # of power vehicles in fleet
- # of trailers in fleet
- Operating weight in each IRP jurisdiction
- Mileage to be traveled in each IRP jurisdiction
- Type of operation
  - Exempt commodities only
  - Private carrier
  - Household goods carrier
  - Owner-operator
  - Common or contract carrier
  - Rental or leasing company
  - Hazardous materials carrier

(2) Information on a Registration Cab Card:
- Unit #
- Vehicle serial #
- Year/make of vehicle
- NM license #
- Registration type
- Base state
- Account #
- Fuel type
- Gross weight

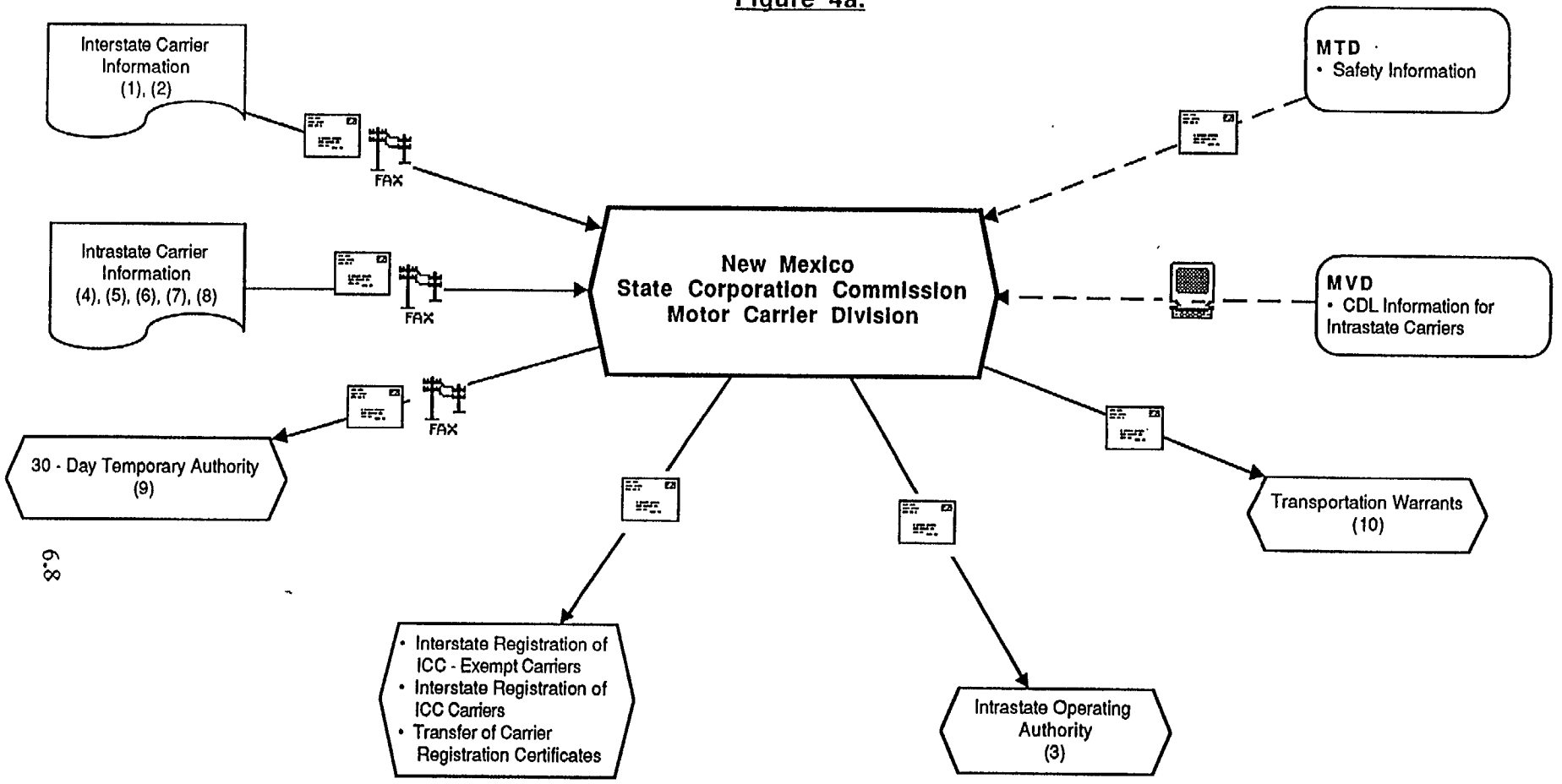
Tax Collection

(3) Information on Fuel Permit and Tax Card:
- IN
- Unit #
- Tax account #
- Gross weight
- Tax type

(4) Carriers who purchase special fuels need to provide the following information:
- Operator's name, address, phone #
- Description of load
- Total weight
- Vehicle make, model, year
- Unit #
- Power unit license #

Operating Authority

Figure 4a.



Please consult the following pages for notes pertaining to the flow chart.

Operating Authority

Figure 4b.

(1) Uniform Application for Registration of Interstate Motor Carrier Operations Exempt from ICC Regulation:

* Carrier phone #
- Carrier name, address
- Reason for exemption
- Type of carrier
  - Property
  - Passenger
  - Common
  - Contract
- If corporation:
  - State in which incorporated
  - Name of president and secretary

* If partnership:
  - Names and addresses of partners
- Name, address of state process agent

(2) Requirements for carriers operating under ICC authority

- Name of any New Mexico resident who will act as carrier's statutory agent
- Form E insurance
- Form H insurance -- required only if loading or unloading in New Mexico

. Copy of ICC authority indicating commodities to be transported and routes

. Uniform Form A Application
  - Carrier phone #
  - Carrier name, address
  - ICC operating authority #
  - Type of route
    Certificate
    Permit
    TA
    Regular
    Irregular
  - Type of carrier
    Property
    Passenger
    Common
    Contract
  - If corporation:
    State in which incorporated
    President's name
    Secretary's name
  - If partnership:
    Names, addresses of partners

. Uniform Application for Registration of Carrier's Vehicles:
  - Indication of whether carrier is ICC or exempt
  - Carrier name, address
  - ICC operating authority #

(3) For intrastate carriers, the SCC issues the following types of operating authorities:

a) Certificate of Public Convenience & Necessity

b) Contract *Motor Carrier Permit*

c) Endorsement of a Certificate

d) Temporary Authority

(4) All intrastate carriers seeking operating authority [a - d] must have the followina documents; (farm carriers are exempt)

. Form E insurance (Uniform Insurance for Public Liability and Property Damage)
- Form H insurance (Uniform Carrier Cargo Insurance)
- Uniform SCC Application
  - Carrier name, address
  - Taxpayer ID #
  - Phone #
  - Description of commodities to be transported
  - Address where equipment is stationed
  - Description of territory to be served
  - Type of service
    Regular routes
    Irregular routes
    Scheduled service
    Non-scheduled service
  - Name, address, phone # of resident process agent
  - If carrier is not a sole proprietorship, Attorney's name, phone #
    Name of law firm, address
  - Type of business
    Corporation
    Partnership
    Sole proprietorship
  - Name of any officer, owner, partner, or board member that has been indicted or convicted of fraud, fraudulent misrepresentation, or embezzlement
  - Description of property (lot and buildings)
  - Description of motor vehicles
    State, license # of vehicle
    Make and model
    Model year
    VIN
    Capacity (seats or tons)
    Trade name of trailer
    State, license # or trailer
    Actual carrying capacity of trailer
  - Financial Statement
  - Oath of Applicant
    Name, title, address

· Annual Report
  - Reporting year
  - Carrier name, phone #
  - NMSCC Transportation #
  - Address where NM intrastate records are kept
  - Address where equipment is stationed
  - Name of liability and cargo insurers
  - Liability and cargo insurance policy #s
  - Financial Condition of carrier over the past year
  - Type of business
    If corporation:
    State of incorporation
    Identifying #
    Names, addresses, phone #s of directors
    Names, addresses, phone #s of officers
    Names, addresses, phone #s of holders of more than 10% of the voting stock.
    If partnership:
    Names, addresses, phone #s of general or limited partners owning more than a 10% interest in the company
    If sole proprietorship:
    Name and address of owner
  - Assets and liabilities for the past year
  - Revenues and expenditures for the past year

(5) In addition to the above requirements a common carrier (a) needs to provide:

. Proposed Tariff
* Proposed Schedule, if providing scheduled service

Figure 4c.

(6) A contract carrier (b) needs to provide:

- Copies of contracts with shippers
- Name of each company contracted with

(7) (a) and (b) also must provide:

- Statement of need of transportation service
- If partnership:
  - Copy of Partnership Agreement
- If corporation:
  - Copy of Articles of Incorporation
  - Certificate of Good Standing from the Corporation Department of NMSCC
  - Names, addresses of current officers

(8) A carrier seeking ~~and endorsement (c) must~~ provide:

- Copy of current NMSCC operating authority
- Copy of any previous endorsements issued to carrier by NMSCC

(9) A carrier seeking temporary authority (d) must provide:

- Affidavit attesting to the urgent and immediate need for the proposed transportation services
- Proposed Tariff
- Copies of driver's current medical cards
- Carrier name, address
- Vehicle unit #
- Vehicle make/model
- License plate/state

(10) The SCC also issues intrastate warrants to farm·

hazardous materials, not for profit van pool service or for a single trip sponsored by a charitable organization. In order to receive a warrant, the carrier needs to provide:

- Proof of liability and cargo insurance
- If partnership:
  - Copy of the partnership agreement
- If corporation,
  - Copy of the articles of incorporation
  - Copy of the current certificate of good standing from the Corporation Department of the NMSCC
- If transporting garbage or hazardous materials,
  - Proof that each vehicle has passed a vehicle safety inspection
- General Warrant Application
  - Carrier name, address
  - Carrier taxpayer ID #, phone #
  - Form of business
  - Owner's date of birth, if sole proprietorship
  - Name of a resident process agent
  - Address, phone # of resident process agent
  - If not sole proprietorship,
    Attorney's name, phone #
    Name, address of law firm
  - Type of farm commodities to be transported:
    - Livestock feed
    - Stock salt
    - Dairy products
    - Wire
    - Posts
    - Wood chips
    - Manure
    - Farm produce
    - Farm or ranch machinery
  - Type of recyclable materials to be transported
    - Newspaper
    - Glass
    - Plastics
    - Aluminum
    - Cardboard
    - Yard refuse
  - Description of territory to be serviced
  - Description of property (lot size and buildings)
  - Description of motor vehicles used
    - State, license #of vehicle
    - Make and model
    - Model year
    - VIN
    - Capacity (seats or tons)
    - Trade name of trailer
    - State, license # of trailer
    - Actual carrying capacity of trailer
  - Financial statement

The following commodities do not require a carrier to file proof of cargo insurance:

Ashes
Bituminous concrete; blacktop
Cadavers
Dry cement
Cement building blocks; cinder blocks
Coal
Coke
Commercial fertilizer
Cottonseed hulls
Disabled motor vehicles
Fish scrap
Forest products
Garbage
Gravel, other than bird gravel
Hazardous materials
Ice
Lime and limestone
Manure
Meat scrap
Ores
Peat moss
Poles and posts
Salt
Sand concentrates
Scrap iron
Scrap steel
Slag
Slate *
Soil, other than infusorial, diatomaceous, tripoli, or inoculated soil or earth
Stone
Sugar beets
Water

Endorsement of a Certificate, and Temporary Authority. The Temporary Authority is valid for up to 30 days.

In addition, intrastate carriers that are operating under the following conditions need to apply for warrants that are issued by the Motor Carrier Division. These conditions include farm carriers, transportation of garbage or hazardous materials, not-for-profit van pool service, or single trips sponsored by charitable organizations. The NMSCC, in addition, requires annual reports from all carriers holding SCC operating authority. An interesting point to note is that hazardous material carriers in New Mexico do not require special permitting as they do in many other states; only the federal regulations regarding these carriers are enforced in this state.

Weight/Size and Safety Regulations: Enforcement(Figure 5).

The Permits Office within the Operations Bureau of the Motor Transportation Division provides excessive size and weight permits. In addition, manufactured home dealers who frequently transport over dimensional homes can apply to receive self-issuing permits. These permits are valid for one year for the transport of homes that do not exceed 85 feet long, 16 feet wide, and 15 feet, 10 inches high.

The Operations Bureau also controls the fifteen ports of entry and forty mobile units in New Mexico. These ports provide various registration, permitting and inspection services for commercial motor vehicles. The ports of entry ensure that the operators of commercial motor vehicles are in compliance with New Mexico tax, weight, safety and NMSCC requirements, as well as with certain federal regulations. Additionally, revenue agents from the NMTRD can administer tax collection and permit issuance functions at the ports of entry.

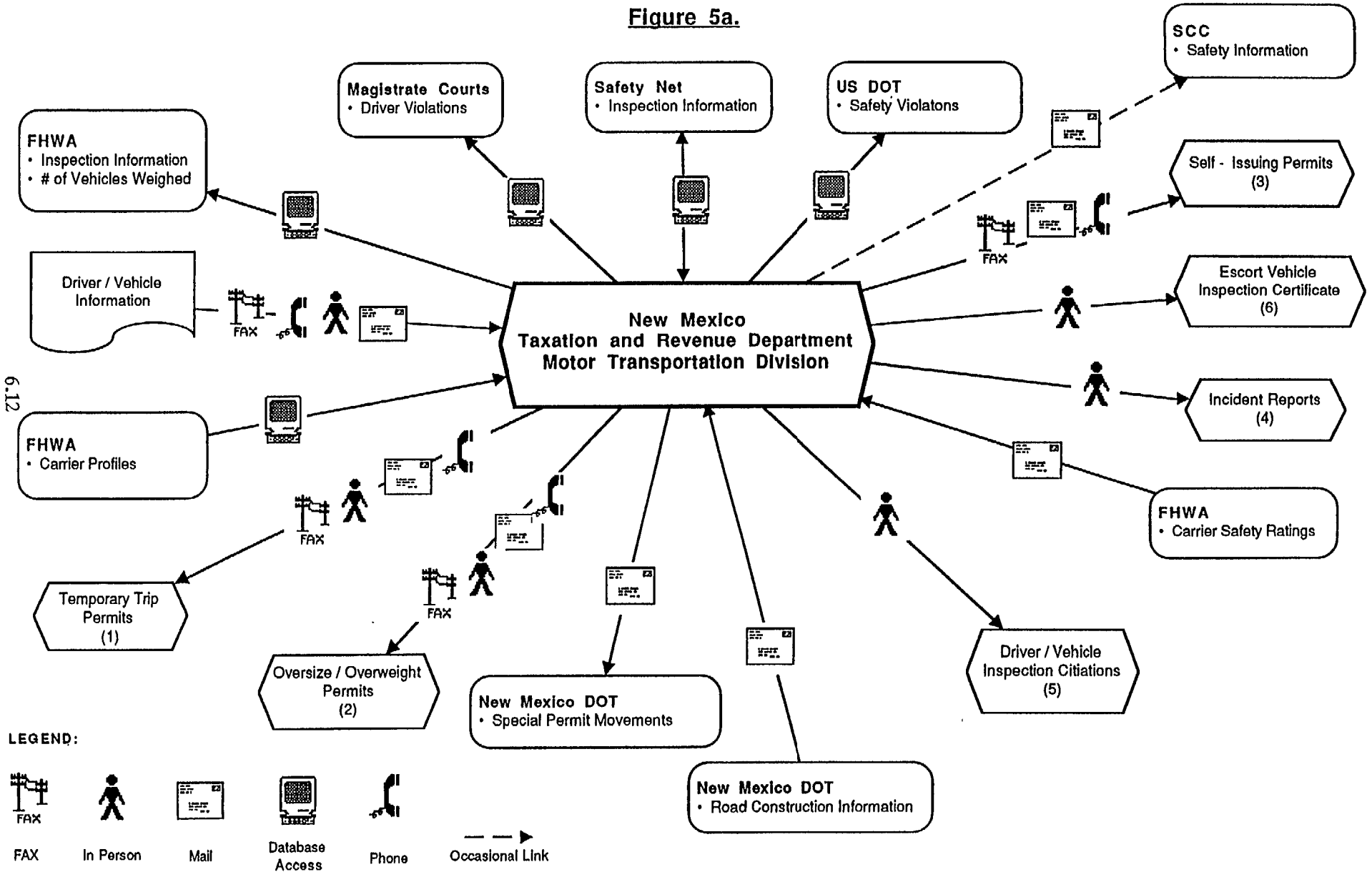
The Enforcement Bureau in this division handles both driver and vehicle inspections and issues citations to those that do not meet the minimum qualifications. This Bureau has an additional unique task of inspecting the passenger vehicles that escort oversize/overweight loads.

Transportation Planning (Figure 6).

The NMHTD Transportation Planning Division's Traffic Data Bureau is responsible for collecting assorted commercial vehicle data that is used in the highway planning process in New Mexico. The Transportation Systems Bureau provides traffic data, truck volumes, axle weight, gross weights, and equivalent single axle loads to the FHWA via mail and/or computer tape. The F'HWA in turn provides some commercial vehicle planning information back to New Mexico.

Weight and Size Regulations
Safety Regulations
Enforcement

Figure 5a.



Please consult the following page for notes pertaining to the flow chart.

Weight and Size Regulations

Figure 5b.

(1) Temporary Trip Permit Application:
- Owner's name, address
- Vehicle year, make, unit #
- Vehicle license #, VIN
- Origin, destination, time of departure
- Empty weight
- Cargo weight
- Total weight
- Commodity carried
- Fuel type

(2) Application for Excessive Size and Weight Permit:
- Carrier name, address
- MTD #
- Contact person's name, phone #
- Description of load
- Origin, destination
- Movement routes
- Vehicle year, make, type
- Truck license #
- Trailer license #
- Manufactured home serial #
- Gross weight
- Width, height, length
- Front overhang
- Rear overhang
- SCC #
- Shipper name, address
- Consignee name address
- Axle weights, spacings

(3) Application to Purchase Self-Issuing Permits for Excessive Size:
- Carrier name, address
- Contact person's name, title, phone #
- Insurance company name, policy #
- Issue date and expiration date of insurance
- Amount of liability and property damage insurance coverage

Note: This last application is available only to manufactured home dealers and transporters if the homes are no more than 85 feet long, 16 feet wide, and 15 feet, 10 inches high.

Safety Regulations

(5) Driver and Vehicle Inspection
- Level of Inspection (1-5)
- Inspection date, time, location
- Location code
- Facility type
- County code
- Carrier phone #, address
- Name of shipper
- Shipping paper #, commodity
- US DOT #
- ICC #
- Driver name, license #, state
- Date of birth
- MTD account #
- Cab card #
- Brake adjustment measures
- Vehicle unit type
- Vehicle year/make
- Vehicle company #
- Vehicle license #/state
- Description of any violations
- Signature of person completing any repairs
- Name of garage making repairs

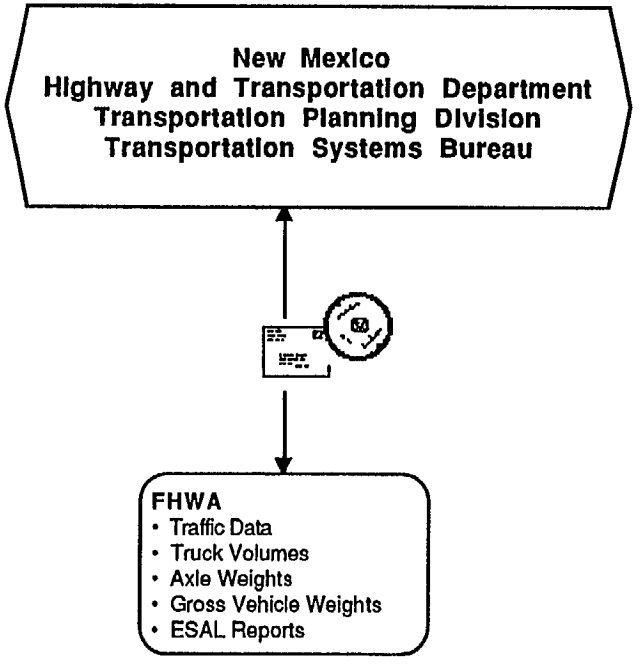
(6) Escort Vehicle Inspection Certification:
- Carrier name, address
- Class A driver license #
- Vehicle year, make, modal
- VIN
- Certificate #, if for-hire movement
- Equipment inspection report

Enforcement

(4) Incident Report:
- Inspector badge #
- Names, addresses, home and work phone #s
- Driver's license #, state
- Company name, address, phone #
- Vehicle year, make, unit #
- Name of insurance company
- Incident type
  - Criminal violation
  - Hazardous material
  - Driver/citizen complaint
  - DW/controlled substance
  - Tax/levy
  - Operating authority
  - Injury/accident
- Date of incident
- Time of day
- Location
- Description of incident
- Witness names, addresses, home and work phone #s

Transportation Planning

Figure 6.



LEGEND:

Mail

Computer Tape

Exhibit 2

	STATE AGENCIES		
	SCC	NMTRD-MTD	NMTRD-MVD
Address of owner	•	•	
Carrier address	•	•	•
Carrier phone number	•	•	•
Carrier name	•	•	
Contact person's name		•	•
Contact person's phone number		•	•
Description of commodities to be transported	•	•	
Description of load		•	•
Driver's address		•	•
Driver's date of birth		•	•
Fuel type		•	•
Gross weight		•	•
ICC operating authority number	•	•	
Liability and cargo insurance policy numbers	•	•	
Name of liability and cargo insurers	•	•	
Name of owner	•	•	
State issuing vehicle license number	•	•	
Taxpayer Identification number	•		•
Total weight		•	•
Trailer license number	•	•	
Vehicle Identification Number	•	•	•
Vehicle license number	•	•	
Vehicle make	•	•	•
Vehicle model	•	•	•
Vehicle model year	•	•	•
Vehicle type		•	•
Vehicle unit number	•	•	•

division enforces vehicle registration and tax laws applicable to commercial motor vehicles. In addition, MTD performs CVSA Levels I, II, III, and V inspections along with operating the Motor Carrier Safety Assistance Program in New Mexico.

Some of the tasks that occur at the ports of entry include weighing and classifying trucks, issuing temporary trip permits, and issuing weight-distance tax permits. Intrastate vehicles which do not have proper operating authority are placed out of service until that authority is obtained. Vehicles are selected for inspection and weighing on a random basis or if they have obvious defects. All safety violations are cited into the local magistrate courts for resolution.

The MTD is joined at the ports of entry by State Corporation Commission personnel. This latter agency has a minor role at the ports; its primary responsibility is inspecting intrastate wreckers and ambulances.

One interesting note about New Mexico is that it does not have any weigh stations. Instead, it has 15 ports of entry that handle all of the weight and safety enforcement aspects of commercial vehicle operations in the state.

MEMBERSHIP IN NATIONAL ORGANIZATIONS

New Mexico participates, or is considering participating in the following CVO-related national organizations:

- Motor Carrier Safety Assistance Program (MCSAP)
- National Drivers Register (NDR)
- Commercial Driver License Information System (CDLIS)
- International Registration Plan (IRP)
- Safety Net
- VISTA
- International Fuel Tax Agreement (IFTA)
- Interstate Commerce Commission (ICC)
- Commercial Vehicle Safety Alliance (CVSA)

New Mexico also owns some statewide databases which contain CVO information. These include the Taxation & Revenue Information Management System (TRIMS), and the Model Automated Vehicle Identification System (MAVIS).

DATA COLLECTION EFFORT

The evaluation summary culminates a lengthy process that included three key visits to the state of New Mexico in order to discuss various CVO issues and to gather data that was utilized in developing the organizational and data flow charts.

The first meeting (May 1992) was set up to provide an introduction of the Crescent database to the state agencies involved with commercial vehicle operations. This meeting was attended by four representatives from the NMHTD, four representatives from the NMTRD, and one representative from the FHWA.

The second visit occurred in April 1993. This visit was mostly a data gathering expedition and therefore personal interviews were conducted with each agency. The breakdown turned out to be five members of the NMTRD, three members of the NMSCC, and one member of the NMHTD.

The third and final visit occurred in June 1993. This visit was to verify the CVO functions performed by all of the state agencies as well as to document any concerns that the agencies had regarding implementation of the Crescent database. As in the second visit, the format of the final visit consisted of personal meetings with each agency. The meetings held were with one official form the NMHTD, two officials from the NMSCC, and three officials form the NMTRD.

STATE AGENCY CONCERNS AND BENEFITS

Based on the views expressed by the state officials interviewed during the final visit, this section identifies the general and specific issues, concerns, opportunities and benefits of the Crescent system from the perspective of the state as a whole and from each agency. In addition, Tables 1 - 2 indicate agency representative responses to a rating questionnaire regarding issues and opportunities raised by the Crescent demonstration system. This questionnaire was used during both the first and second surveys in order to gather input as to how the representatives' perceptions had changed over time and with hopefully, greater understanding and exposure to the demonstration program. The tables, however, only indicate the latest ratings as filled out by each representative in order to avoid unfair weighting of the answers.

General Perceptions.

Opportunities and Benefits. A number of key opportunities were discussed during the interviews with the New Mexico regulatory agencies. The most important benefit of the Crescent system to these agencies is the improved enforcement of size and weight regulations through advanced technology. Another important benefit is the perceived cost savings for the trucking industry by virtue of more efficient motor carrier productivity on the roads. One

method of increasing efficiency is by automating the maintenance records of the carrier's vehicles. Finally, all of the agencies perceived an improvement in the relationships between the regulatory agencies themselves as a result of increased data exchange.

Issues and Concerns. The regulatory agencies in New Mexico expressed a number of key concerns in regards to Crescent. The biggest concerns were the various expenditures, such as maintenance costs and access costs, associated with the Crescent system. All of the agencies also felt that interagency cooperation was currently somewhat lacking and needed to be improved. However, in order to improve communications, most of the agencies in New Mexico would have to require changes to policies, rules and regulations in many of their departments. The state agency representatives further mentioned the necessity of having the motor carrier industry participate in a significant way if Crescent is 'to succeed. One important step to encourage industry participation is to develop uniform technical standards and get state governments committed to these standards.

Specific Perceptions,

The New Mexico agencies, although not as active in the Crescent Demonstration Project as some other states, did have some of the most poignant concerns and benefits out of any Crescent state. Listed below are the more specific issues and opportunities as noted by each agency.

New Mexico Taxation and Revenue Department

Agency concerns. The NMTRD can be divided into two major divisions for purposes of discussion. The first branch is the Motor Transportation Division (MTD) and the second is the Motor Vehicle Division (MVD). Both of these divisions had many concerns about Crescent. The MVD was primarily concerned with Crescent data management and control. Ownership of the data was of particular interest since this division did not want to see any possibility of commercial or political selling of the information on the database.

Another important issue to the MVD was the importance of establishing and maintaining technical standards for the Crescent technology. The division pointed out that this technology needs to be adaptable to the current computer systems in New Mexico. In addition, the transponders need to be standardized not only nationally, but also on an international basis. It was important that these transponders could be read by mobile readers as well as the stationary readers in place for the demonstration project. Simply put, the roadside and vehicle equipment must be compatible. Naturally, the transponders should be accurate, inexpensive, and highly secure.

A third concern expressed by the MVD was the lack of good communications between agencies, databases, and between hardware and software manufacturers. All of these

communications are necessary in order to establish Crescent as a successful large network. One key element in improving this communication is to foster interagency and interstate trust and cooperation.

The final major concern expressed by the MVD dealt with agency organizational changes that would be required by Crescent.. The rules, regulations and department policies would need to change since current regulatory requirements differ from state to state. Crescent would not be able to accommodate many of these differences and thus, change must come from the agencies.

The Motor Transportation Division had many similar concerns as the MVD but also a few different ones. First of all, this division stated that the establishment of technical standards for the equipment used in Crescent is absolutely critical. MTD cannot function without such standards. Hardware and data standards are also very important to have. In addition, this division felt it was necessary to have portable WIM systems established which, in turn, would require mobile readers. The MTD, like the MVD, stressed the importance of compatibility between roadside and vehicle equipment.

The MTD believed that another key issue was getting both the industry and the other agencies to accept and agree on what they want from the Crescent system. There currently exists some conflict of interest between various agencies and this needs to be resolved.

The last major concern expressed by the MTD was the high cost of implementing the Crescent system. This division mentioned that a cost/benefit study should be completed for both the industry and the state agencies. Maintenance and access costs were also considered to be rather high.

Listed below are some other concerns that both divisions also brought to light:

- Consolidation of all information under one public or private agency
- Data access privileges
- Data security
- Difficulty in obtaining financial support
- Driver logbook, safety records, and warrant information are needed
- Hesitant to take a lead in establishing standards if other states may not follow
- Lack of driver information
- Legal issues
- Limited number of carriers based in New Mexico
- Mandatory participation needed by all trucks
- Need to access mileage in other states
- Need to have CDLIS database tied in with Crescent

- Need to merge all state databases together
- Political and economic condition of New Mexico
- Reliable and timely data

Agency benefits. Just as in the concerns section, the two divisions of NMTRD perceived a wide variety of benefits as a result of Crescent. The MVD believed that the largest benefit would be to the carriers and not necessatily to the division. The carriers would see an improvement in port of entry operations through automated driver, vehicle, and carrier credentials updating at these ports. In addition, automated issuance of permits would become feasible through Crescent. This would result in significant cost savings to the carriers and some minor cost savings to the MVD.

This division considered Crescent to be a strong facilitator for both the transparent borders and the one-stop shopping concept. Crescent would also support the New Mexico state objective of establishing an integrated data base.

The MTD was more optimistic than the MVD about the benefits that Crescent could provide. It believed that every aspect of the divisions' functions would benefit through the use of this system, both in the field offices and in the central administration. Because of improved enforcement capability of size, weight and carrier compliance, this division could see a reduction of manpower at the ports of entry. The downsizing of port personnel could allow the MTD to perform more mobile scanning and weighing using police patrols and to improve monitoring of owner-operators. In addition, personnel could spend extra time inspecting those drivers and vehicles who were not allowed to bypass the ports due to failing the pre-clearance for inspections or permits.

Other benefits mentioned by both divisions include:

- Cost savings on data entry
- Eliminates handwritten citations
- Eliminates size and weight reports
- Improved accuracy and timeliness of reports
- Improved data collection
- Improved mileage capture
- Improved pavement and bridge design functions
- Improved tax collection and auditing
- Useful in tracking vehicle registration

New Mexico Highways and Transportation Department

Agency concerns. The main concern expressed by NMHTD was the cost of implementing the Crescent system. This agency believed that the carriers should pay a large proportion of the cost since they would benefit the most. This agency was concerned with access costs as well, having experienced some previously high telephone line expenses with the demonstration project. A second concern brought up by this agency was the issue of technological standards. Uniform standards and commitment by all users to these standards was an important prerequisite to the success of Crescent. In addition, realistic tolerances for the WIM scales need to be developed and incorporated into uniform standards. Finally, the NMHTD mentioned the importance of the data from Crescent being integrated with the current state data bases in New Mexico, thereby allowing direct access to that data. Other concerns mentioned include:

- Data needs to come from main lanes and not just ports of entry
- Demonstration of benefits to industry needed
- Difficulty in setting up one-stop-shopping
- Lack of technical personnel
- Low priority of Crescent to upper management
- Must allow for multiple suppliers of transponders

Agency benefits. The main benefits noted by the NMHTD were better data collection, improved port of entry operations, and improved carrier services. Since data on highway usage can be collected easily with Crescent, it can lead to improved pavement and bridge designs. The improved operations come mostly in the form of better enforcement of size and weight regulations as well as the virtual elimination of truck queues at the ports of entry. This latter improvement helps the carrier industry as well. In addition, the motor carriers can enhance their trucking efficiency through the use of computerized maintenance records for their vehicles. A final benefit is that Crescent allows for the establishment of joint ports of entry due to better cooperation between states.

New Mexico State Corporation Commission

Agency concerns. This agency did not express any major concerns about Crescent. Some of their minor concerns included a lack of information about data access and maintenance costs, the difficulty in achieving cooperation and coordination between agencies and states, the lack of funds for personnel and training to operate the Crescent system in New Mexico, and the need to access information about carriers who are not based in New Mexico. In order to properly

establish Crescent in the state, there would also have to be some changes to the NMSCC functions, rules and regulations.

Agency benefits.

When NMSCC was first made aware of the Crescent Demonstration Project, it was quite enthusiastic about its potential applications and benefits to both the carriers and the agency. However, over time, their enthusiasm has faded, and although they still see some benefits, these are considered only minor ones for the agency in their opinion. These benefits are listed below:

- Better enforcement of credentials
- Electronic cab cards
- Hazardous material identification
- Reduces duplication of effort
- Verification of insurance and registration

Table 1

THE STATE OF NEW MEXICO

SUMMARY OF ISSUES AND OPPORTUNITIES

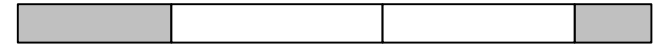
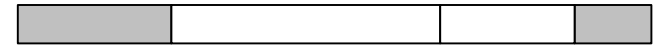
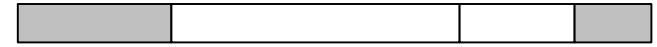
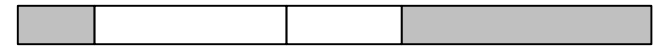
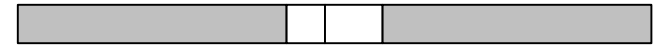
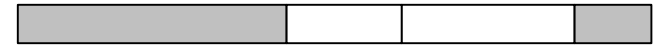
	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 7 Strongly Agree			
1	Implementation of HELP Technology will require changes to State Law.	5		2	4.8	7
2	Implementation of HELP Technology will require changes to Agency rules and regulations.	5		2	5.4	7
3	Implementation of HELP Technology will require changes to department policies	5		2	5.6	7
4	A high degree of inter-jurisdictional cooperation will be required for Crescent implementation.	5		4	6.0	7
5	My agency has sufficient technical expertise to fully implement HELP Technology	5		1	3.4	5
6	Implementation of HELP Technology provides potential for significant regulatory agency improvements.	5		5	6.4	7
7	Capital costs of HELP Technology implementations are affordable.	5		4	4.3	5
8	Operational costs of HELP Technology implementation are affordable.	5		4	5.2	7
9	Allocation of motor fuel tax funds for IVHS project is flexible and not of concern.	5		1	3.2	4

Table 1

THE STATE OF NEW MEXICO

SUMMARY OF ISSUES AND OPPORTUNITIES

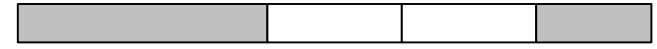
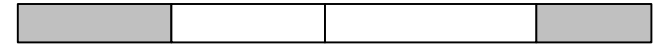
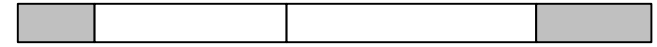
	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 7 Strongly Agree			
10	Risk sharing among public agencies and private manufacturers is a problem that needs addressing.	4		4	5.5	7
11	HELP Technology should be compatible with rail, ocean shipping, and intermodal Automatic Vehicle Identification (AVI) and Automatic Vehicle Location (AVL).	5		4	5.2	7
12	Implementation of HELP Technology will require changes to department policies	5		4	5.6	7
13	Realistic tolerances for Weigh in Motion (WIM) must be developed and incorporated into uniform standards.	4		5	5.8	6
14	Multi-transponder readers must be developed.	5		3	4.6	6
15	Privacy of data is not a concern in implementing HELP Technology	5		2	3.6	6
16	Control of data is not concern in implementing HELP Technology	5		1	3.2	6
17	Implementation of the HELP Technology will have significant positive effects on the transport market and industry structures.	5		6	6.4	7

Table 2

THE STATE OF NEW MEXICO

SUMMARY OF ISSUES AND OPPORTUNITIES

	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 Strongly Agree 7			
1	Implementation of the HELP Technology will have significant positive implications for the organization of the agency.	4		4	6.0	7
2	Implementation of the HELP Technology provides significant opportunities for motor carrier productivity and efficiency enhancement.	5		4	6.0	7
3	Availability of weigh-in-motion (WIM) with automatic vehicle identification (AVI) would significantly assist my agency's operations.	4		4	6.0	7
4	Automatic Vehicle Classification (AVC) would significantly assist my agency's operations.	4		4	5.8	7
5	Pre-clearance for safety inspections, permits, etc. using AVI would significantly assist my agency's operations.	4		4	5.5	7
6	One-stop shopping for licenses, registrations, and permits would significantly assist my agency's operations.	2		7	7.0	7
7	Automated, apportioned fuel tax administration which could be provided through implementation of HELP Technology would significantly assist my agency's operations.	2		6	6.5	7
8	Implementation of HELP Technology would simplify and improve the process of permitting hazardous material movements.	2		4	5.5	7
9	Advanced vehicle control systems (AVCS) would be of great interest to my agency.	3		4	5.0	7

Table 2

THE STATE OF NEW MEXICO

SUMMARY OF ISSUES AND OPPORTUNITIES

	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 7 Strongly Agree			
10	Implementation of HELP Technology would greatly assist transportation planning/origin-destination data collection.	4		4	5.5	7
11	Implementation of HELP Technology would greatly assist traffic engineering functions.	2		5	5.5	6
12	Implementation of HELP Technology would greatly assist those performing pavement and bridge design functions.	2		6	6.0	6
13	Implementation of HELP Technology would greatly assist enforcement of size/weight/speed regulations.	5		4	6.2	7
14	Implementation of HELP Technology would greatly assist in monitoring hazardous material movements.	4		4	5.5	6
15	Implementation of HELP Technology would greatly assist vehicle taxation functions.	4		6	6.5	7
16	Coordinated WIM/AVI data reports would greatly assist my agency.	3		5	6.3	7
17	Implementation of HELP Technology would enhance driver and vehicle safety.	5		5	6.2	7
18	Dynamic vehicle safety warning systems would contribute to driver and vehicle safety.	5		5	6.2	7

Table 2

THE STATE OF NEW MEXICO

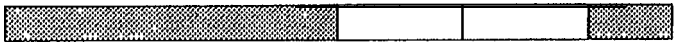
SUMMARY OF ISSUES AND OPPORTUNITIES

	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 Strongly Agree 7			
19	Real time communication of accident and/or weather information to commercial vehicle operators would be very desirable.	5		4	5.2	7
20	Driver fatigue and impairment countermeasures which become possible through implementation of HELP technology would significantly enhance safety.	5		4	5.6	7
21	Remote driver and vehicle safety inspections could greatly enhance safety.	4		4	5.8	7
22	Computerized maintenance records for commercial vehicles would enhance safety.	5		5	6.4	7
23a	Automation of the following state regulatory function would be desirable: License plate issuance	4		4	6.0	7
23b	Automation of the following state regulatory function would be desirable: Annual vehicle registration	4		4	6.0	7
23c	Automation of the following state regulatory function would be desirable: ICC operating authority	4		4	6.3	7
23d	Automation of the following state regulatory function would be desirable: Temporary registration	4		6	6.8	7
23e	Automation of the following state regulatory function would be desirable: Fuel tax registration, payment, and auditing	4		4	6.0	7

Table 2

THIS STATE OF NEW MEXICO

SUMMARY OF ISSUES AND OPPORTUNITIES

	OPPORTUNITIES	Number of Responses	Results: Strongly Disagree 1 2 3 Nuetral 4 5 6 7 Strongly Agree	Min.	Avg.	Max,
23f	Automation of the following state regulatory function would be desirable: Temporary fuel tax permits	4		4	5.5	7
23g	Automation of the following state regulatory function would be desirable: Weight-distance taxes	4		4	6.0	7
23h	Automation of the following state regulatory function would be desirable: Oversize and overweight permits	4		4	6.0	7
23i	Automation of the following state regulatory function would be desirable: Hazardous materials permits	4		4	5.5	7
23j	Automation of the following state regulatory function would be desirable: Issuance of truck credentials in one location	4		6	6.8	7
23k	Automation of the following state regulatory function would be desirable: Toll collection	3		4	6.0	7

TEXAS STATE AGENCY CVO EVALUATION SUMMARY

ORGANIZATIONAL STRUCTURE

The commercial vehicle regulatory functions in Texas, as shown in Figure 1, are divided among both elected and appointed regulatory agencies. Two of the agencies -- Comptroller of Public Accounts and Railroad Commission of Texas (RCT) -- are directly elected by the voters of Texas. The other two agencies on the organizational chart are both headed by Governor-appointed commissions. These are the Transportation and the Public Safety Commission. Both of these agencies are led by a three-person executive board. These four agencies form the backbone of the commercial vehicle regulatory functions performed in the State of Texas.

Within the Railroad Commission, the Transportation/Gas Utilities Division is in charge of authorizing and registering both interstate and intrastate carriers. This Division also monitors the strict insurance requirements of the carriers. The Comptroller has two divisions that deal with commercial vehicles. The Vehicle Sales Tax Division ensures that interstate carriers pay apportioned sales and use tax on their vehicles. The Motor Fuels Tax Division is responsible for collecting tax on all fuel that is transported within or into the State of Texas.

The two appointed commissions have a relatively greater role to play in regulating commercial vehicle operations in Texas. The Texas Department of Transportation, led by the Transportation Commission, is divided into three major groups: Division of Motor Vehicle Titles and Registration, Division of Maintenance and Operations, and Division of Transportation Planning. The first division is responsible for registering all commercial vehicles, issuing license plates, and administering the International Registration Plan (IRP) in Texas. The second division runs the Central Permit Office which issues all oversize/overweight permits. The last division is responsible for collecting truck count, classification, and weight data.

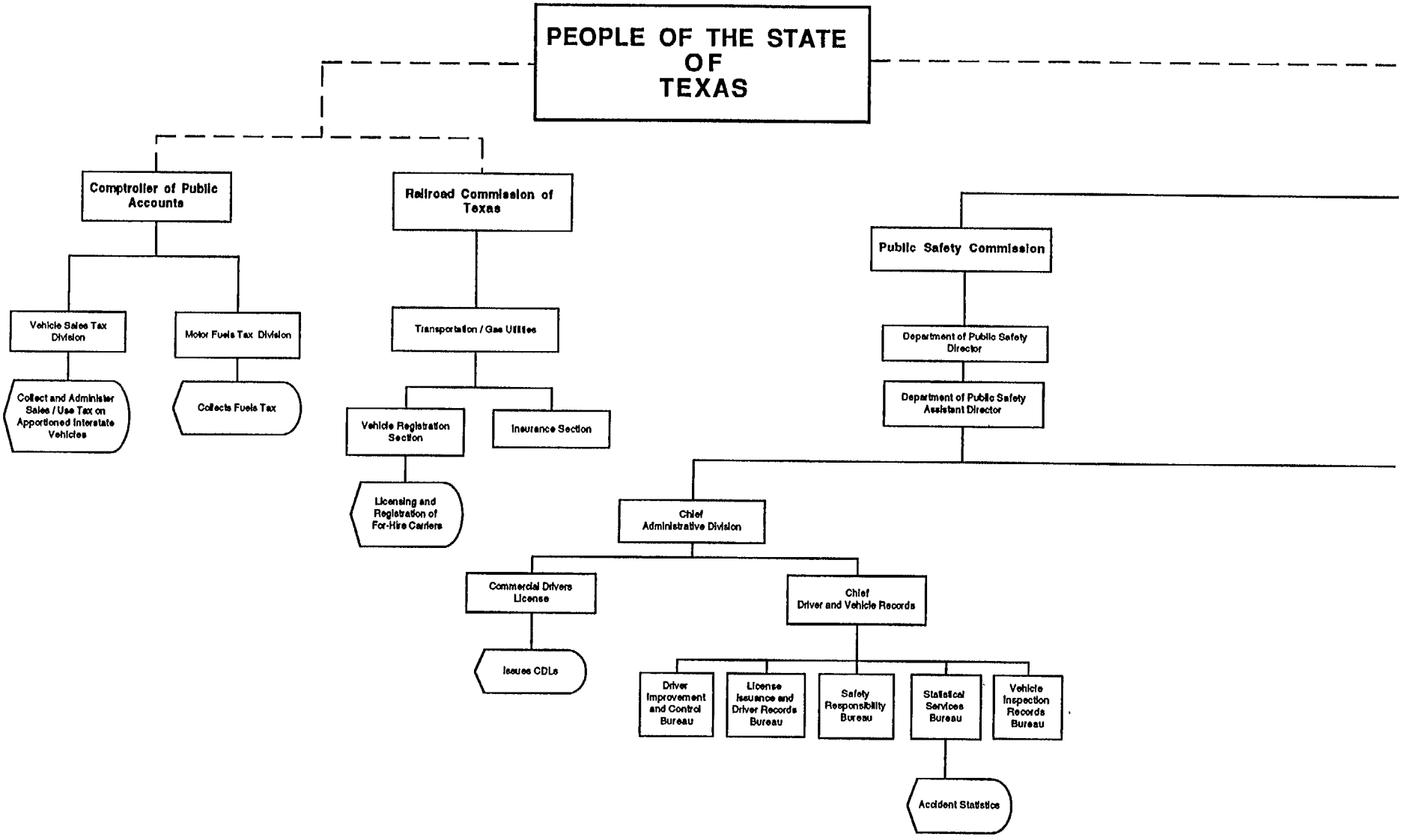
The Public Safety Commission directs the Department of Public Safety which can be divided into two major divisions: Administrative and Traffic Law Enforcement. Under the first, we have the Commercial Drivers License and the Driver and Vehicle Records Sections. Accident statistics and driver licenses are the key outputs from this Division. The Traffic Law Enforcement Division has the major responsibility of enforcing the safety, weight, and hazardous material laws throughout the state of Texas.

DESCRIPTION OF STATE AGENCIES

The following section describes the key Texas agencies that have some CVO responsibilities. This section also includes a description of some of the information links associated with these agencies. Please review Figures 2 through 8 for a schematic representation

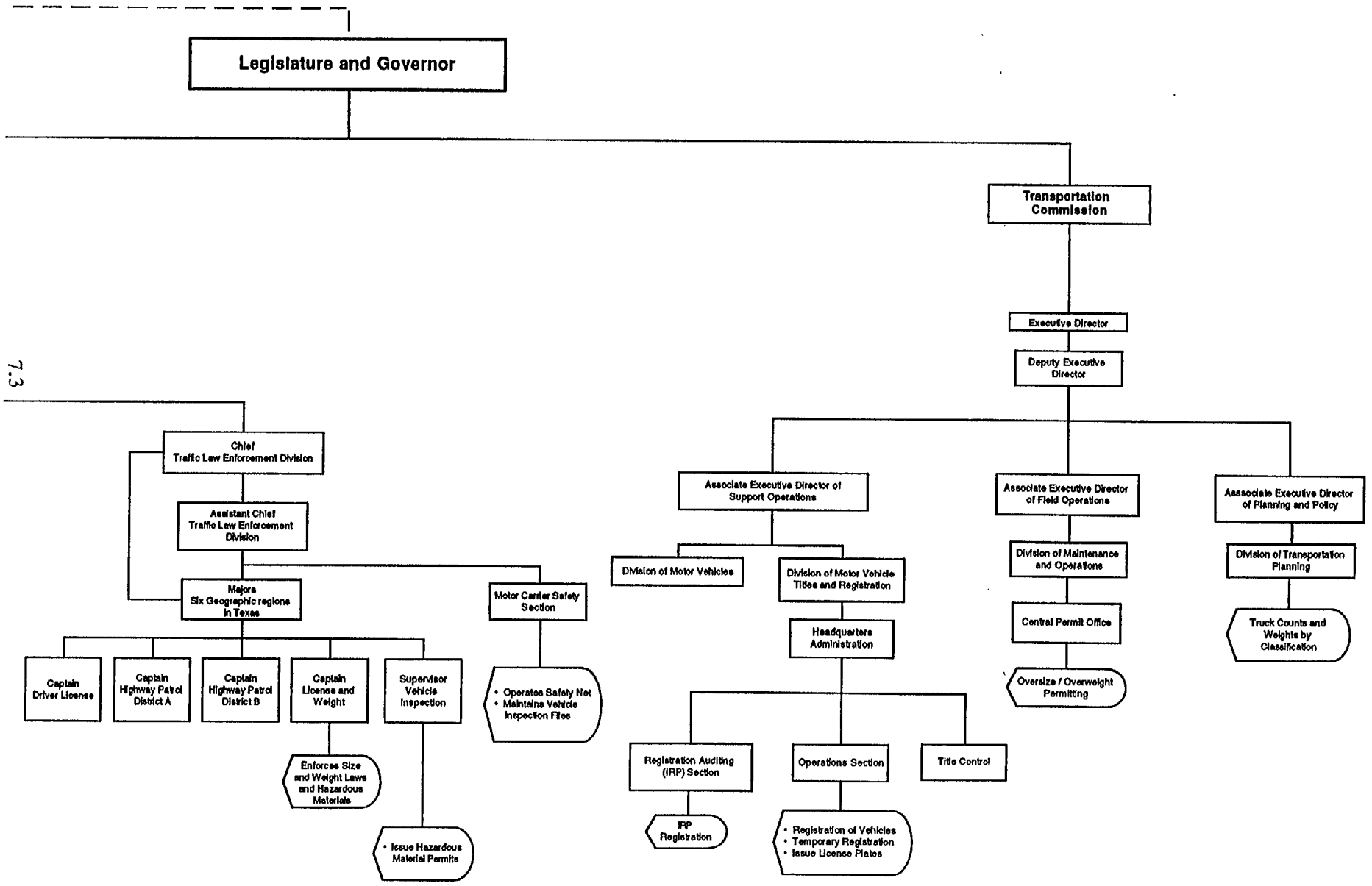
TEXAS CVO ORGANIZATION

Figure 1.



TEXAS CVO ORGANIZATION

Figure 1.



of these links. Exhibit 1 has also been provided to illustrate which CVO functions are performed by which state agencies.

Texas Department of Transportation,

The Texas Department of Transportation (TxDOT) performs a number of tasks within its different divisions. TxDOT registers commercial vehicles for operating on Texas highways by issuing a Texas title and license plates. TxDOT also issues apportioned license plates to carriers operating under the IRP. It conducts IRP audits of Texas-based carriers and it updates the master vehicle record file which is accessed by law enforcement, other state agencies and county tax offices. Incidentally, County Tax Offices in Texas also have the authority to collect license and registration fees for intrastate registration and provide titles to these vehicles. In addition, TxDOT issues oversize/overweight permits, conducts research into commercial vehicle planning, runs truck classification counts, and operates all weigh-in-motion equipment at Texas weigh stations.

Since the Texas Department of Transportation contains a number of different divisions, there is quite a bit of communication that occurs between these divisions and other public entities. The Division of Transportation Planning exchanges statistical data with the Traffic Law Enforcement Section of the Department of Public Safety (DPS/ED). This division also provides some statistical data to the Federal Highway Administration. The Central Permit Office (TxDOT/CPO) receives weight and size violation notices from DPS/ED. There is also some limited permit information that is exchanged occasionally between RCT and TxDOT/CPO.

The TxDOT Division of Motor Vehicle Titles and Registration (TxDOT/DMV) has a lot of interaction with other agencies. It communicates with the Comptroller's Office, the State Treasury, DPS/ED, the Texas Air Control Board, RCT, and even another TxDOT entity: Division of Automation. Most of its communication links are through common databases, though mail is used if the information provided or received is not on a daily basis.

Department of Public Safety,

The Department of Public Safety handles size and weight enforcement; registration and enforcement of hazardous material transportation; enforcement of motor carrier safety regulations and operating authority; and CDL issuance and enforcement.

The Administrative Division (DPS/AD), which handles the commercial driver licensing portion of DPS, provides a computer tape containing driver violations to the RCT, The names of drivers, particularly owner/operators, who lack proper insurance coverage are provided to the FHWA. In addition, driver citation lists are provided to both the RCT and the State Attorney General's Office when they are seeking to build a case against a carrier or an owner/operator.

Exhibit

		CVO FUNCTIONS															
		IRP Registration	Vehicle Registration	OS/OW Permitting	Truck Data Collection	CDL Issuance	Fuel Tax Administration	Issue Operating Authority	CVO Enforcement	IFTA Tax Administration	Regulation of Carrier Rates	Weigh Station/POE Operations	Vehicle Safety Inspection	HazMat Permitting	Infectious Waste Permitting	Hazardous Waste Registration
Texas Department of Transportation	DMV Titles and Registration/Registration Auditing Section	•														
	DMV Titles and Registration/Operations Section		•													
	Division of Maintenance and Operations/Central Permit			•												
	Division of Transportation Planning				•											
Department of of Public Safety	Administrative Division					•										
	Traffic Law Enforcement Division/Motor Carrier Safety												•			
	Traffic Law Enforcement Division/License & Weight								•			•				
	Traffic Law Enforcement Division/Vehicle Inspection													•		
Comptroller of Public Accounts																
	Motor Fuels Tax Division						•									
Railroad Commission of Texas																
	Transportation & Gas Utilities/Vehicle Registration Section							•								

The Traffic Law Enforcement Division (DPS/ED), unsurprisingly, has links with most of the other regulatory agencies because it is the enforcement arm of these agencies. Figure 6 shows five different links with the Texas Department of Transportation, and three separate links with the RCT. DPS/ED also interacts with the Texas Air Control Board as well as with the Motor Carrier Management Information System.

Railroad Commission of Texas,

The Railroad Commission of Texas issues operating authority for intrastate passenger and for-hire freight carriers. It verifies personal liability and property damage insurance coverage. The RCT licenses and registers for-hire motor carriers operating in Texas, both interstate and intrastate regardless of size. The RCT also registers private carriers whose vehicles exceed 26,000 gross pounds or vehicles that require hazardous material placarding.

The RCT interacts with the Comptroller in order to exchange carrier credentials when requested. TxDOT provides vehicle registration and permit information to the RCT on an occasional basis. The RCT also exchanges many types of information on a regular basis with both DPS/ED and DPS/AD.

Comptroller of Public Accounts.

The Comptroller of Public Accounts is the agency in charge of collecting most of the fuel taxes associated with commercial vehicles in Texas. The Comptroller collects fuel taxes and administers the sales/use tax imposed on apportioned interstate vehicles.

The Comptroller is probably the most independent of the four agencies in Texas that have CVO responsibilities. It interacts only with the RCT and TxDOT/DMV, but even this interaction is only on a per request basis.

STATE AGENCY CVO FUNCTIONS

The following section of the report describes some of the commercial vehicle functions performed in Texas. Please consult Figures 2 through 8 for a schematic representation of these commercial vehicle functions. Exhibit 2 has been provided at the end of this section to indicate the common elements of information that are collected by the various state agencies during their commercial vehicle operations tasks.

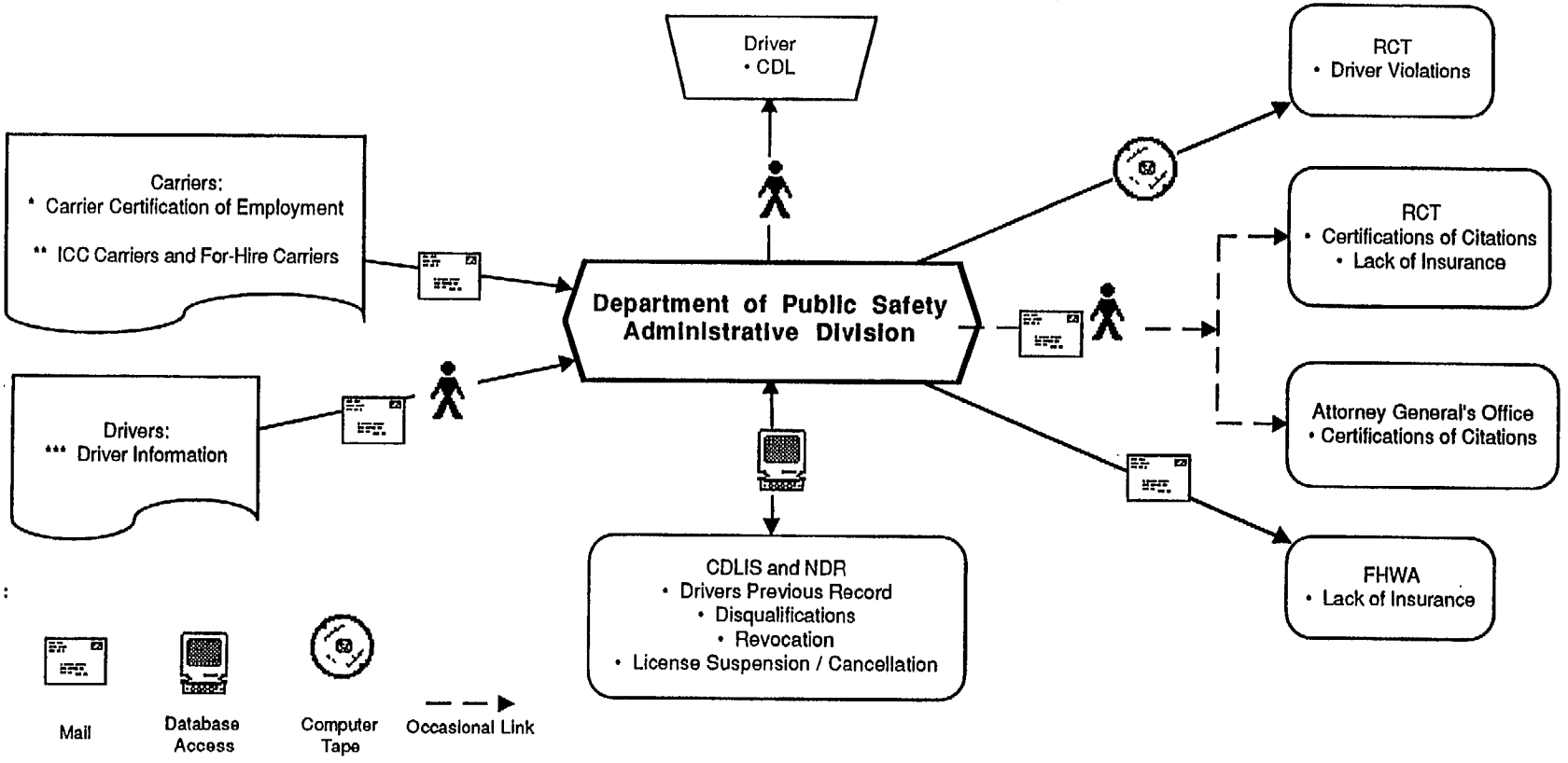
Commercial Driver Licensing - CDL (Figure 2).

The Texas Department of Public Safety is responsible for issuing, monitoring, and maintaining records for commercial driver licenses. The Driver and Vehicle Records Section is responsible for processing driver records and maintaining motor vehicle traffic accident records.

The Department of Public Safety Administrative Division (DPS/AD) is responsible for issuing commercial driver licenses. The State of Texas is unusual in that it requires different

Commercial Driver Licensing

Figure 2.



7.7

NOTES:

*** Carrier Certification of Employment**
- Driver's Name, Driver License #, Birth Date, Social Security #
- Employer's Name
- Date of Employment
- Years of Employment
- Business Address
- Business Phone

**** ICC Carriers and For-Hire Carriers**
- ICC Carriers must provide:
  - Liability Insurance
- For-Hire Intrastate Carriers must provide:
  - Liability Insurance
  - Cargo Insurance
  - Workers Compensation Insurance

***** Driver Information**

- Application for Texas (if new resident)
  - Name, Address /Phone (residence and mailing)
  - Social Security #
  - Birth Date, Age
  - Physical Description
  - Place of Birth
  - Place of Employment
  - Driving History
  - Medical History
  - Thumb Prints

- Supplement Application: Texas CDL Certifications
  - Name, Address (residence and mailing)
  - Social Security #
  - Birth Date
  - Driver License #
  - Physical Description

- Record of CDL Applications
  - Vehicle Make and Year
  - Vehicle Registration
  - Trailer Registration
  - Pretrip Inspection
  - Driving Maneuvers
  - Vision and Hearing Exam

- Substitute for Driving Skills Test - Certificate and Evidence (if CDL driving skills test can be waived)

- Qualifications of Interstate Driver Certification (if Interstate driver)

- Qualifications of Intrastate Driver Certification (if Intrastate driver)

- Certification of Physical Exemption 49 CFR part 391 (if driver for school buses, government vehicles, passenger vehicles, emergency vehicles)

The four previous certificates require:
- Name
- Driver License #
- Birth Date
- Social Security #

qualifications from interstate drivers than from intrastate drivers. For example, intrastate drivers are not required to be able to communicate in the English language, while interstate drivers are. In addition, every driver who is not an owner-operator must provide a Certification of Employment from a carrier. If the driver is an owner/operator, then the vehicle and trailer registration must be current. All drivers are required to take a pretrial inspection test, driving skills test, vision test and hearing test.

If the driver is upgrading or transferring the CDL from another state, the CDLIS and NDR national databases are checked to ensure that the driver possesses only one license, the license has not been suspended, revoked or canceled, and the driver has not been disqualified.

Vehicle Licensing and IRP Registration (Figure 3).

The Texas Department of Transportation Division of Motor Vehicle Titles and Registration (TxDOT/DMV) handles all of the vehicle licensing and registration requirements in the state. The Registration Auditing Section runs the IRP in Texas and issues apportioned license plates and cab cards to eligible carriers. The Operations Section issues temporary operating authority (60-day) permits, 72-hour and 144-hour trip permits, combination license plates, trailer license plates, and token trailer license plates. Token trailer plates are issued to all semitrailer vehicles with a gross weight in excess of 6,000 pounds used in conjunction with a truck tractor registered with a combination or apportioned license plate and having a capacity in excess of one ton. Regular trailer plates are issued to all trailers and to those semitrailers which are not registered with a token trailer license plate.

A Tax and Title Copy is required before any vehicle can be registered with TxDOT/DMV Vehicles over 55,000 pounds must also show proof of filing the Federal Heavy Vehicle Use Tax (FHVUT).

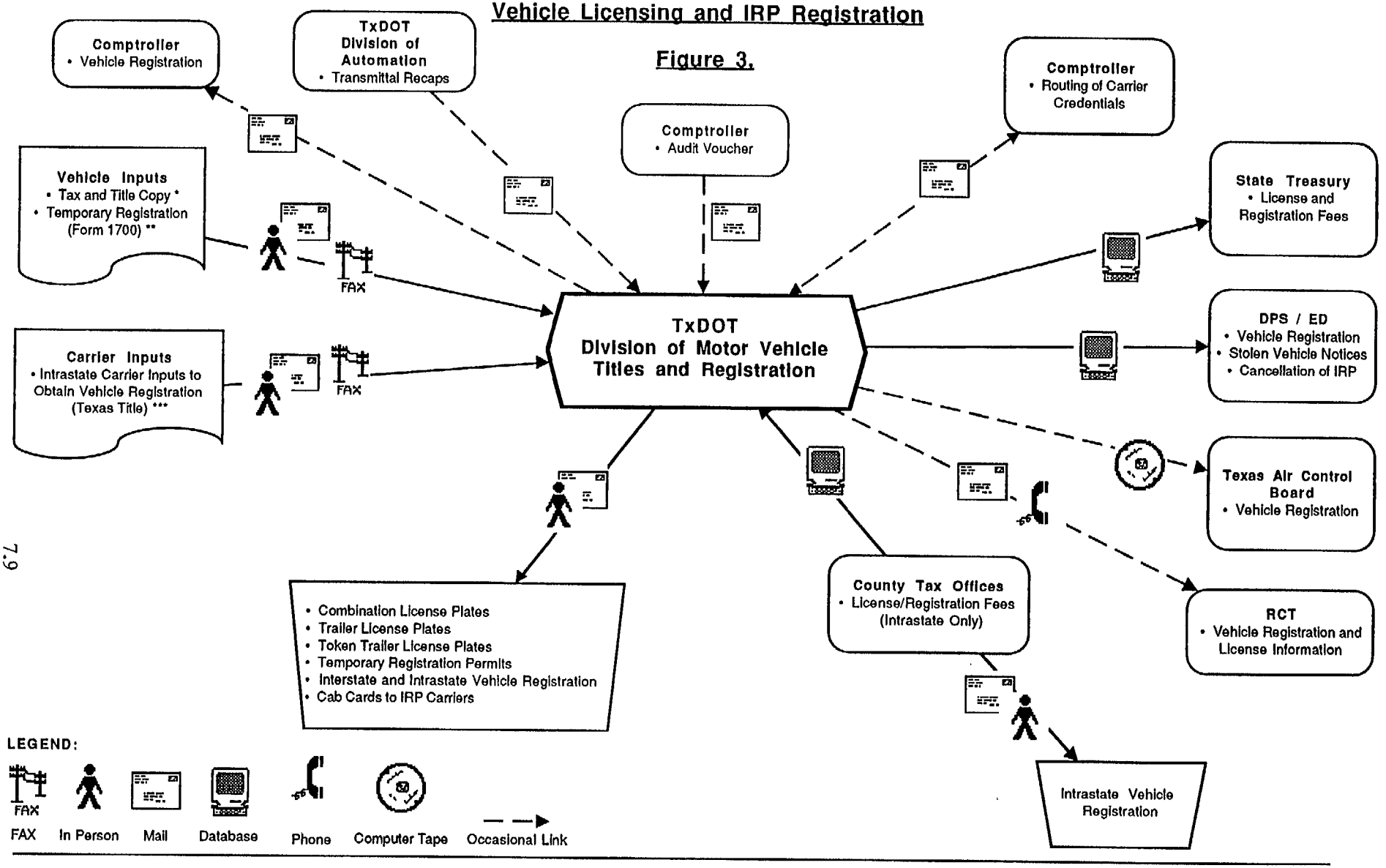
Operating Authority and Interstate Registration (Figure 4).

The RCT Transportation/Gas Utilities Division has primary responsibility for issuing operating authorities in the state of Texas. There are many different inputs required from the carriers depending on what kind of authority they are seeking. The RCT is also charged with registering and/or adding interstate carriers to the ICC. Again, these registration certificate requirements differ from regular authority requirements. Finally, there is a slight difference between private carriers and for-hire intrastate carriers.

The RCT grants authority to perform transportation for compensation (“for-hire”) within the boundaries of Texas. Anyone transporting for hire on an interstate basis is required to file proof of insurance with the RCT. The RCT is authorized to issue three basic types of operating rights: common, contract, or specialized motor carrier service. Common carrier service is service transporting general commodities over regular routes, on specified schedules available to

Vehicle Licensing and IRP Registration

Figure 3.



NOTES:

*** Tax and Title Copy:**
VIN
Vehicle Year, Make and Body type
Vehicle Horsepower and Gross Weight
Number of Cylinders
Texas License Number
Owner's Name and Address
Carrying Capacity of Vehicle
Trailer Type (Semi of Full)
Empty Weight

All vehicles >2,000 lbs last registered or titled out of state also provide:
- -Weight Certificate
- Form VI-30-A

**** Temporary Registration**
Carrier Name and Address
Load Description
- Maximum Width, Height, Length
- Gross Weight

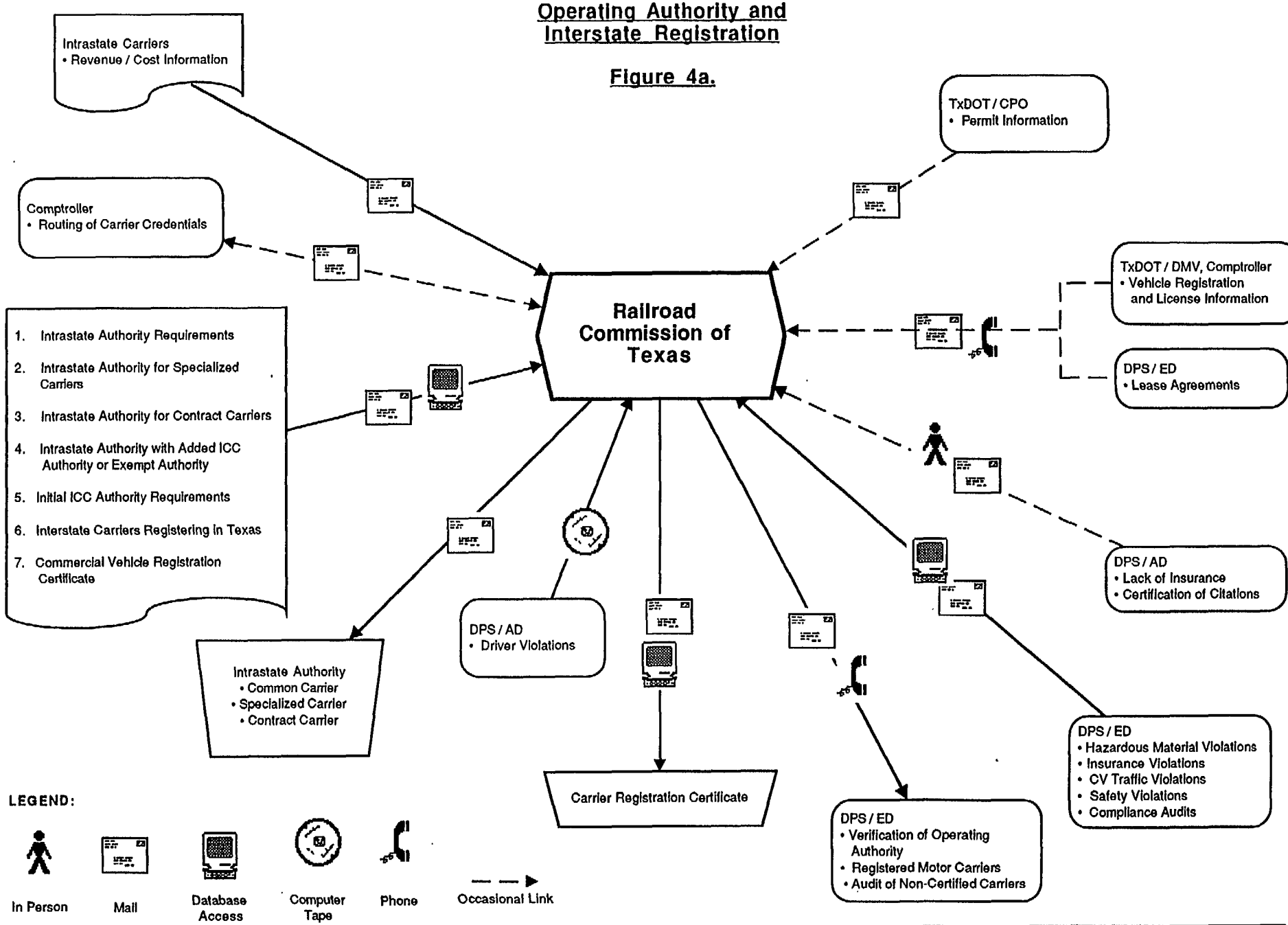
Truck Make, VIN #, License #, State
Axle and Tire Information
- Distance Traveled Per Axle
- Weight Per Axle
- Number of Tires
- Tire Size

***** Intrastate Vehicle Registration**
Name
Address
Proof of Liability Insurance
Heavy Vehicle Use Tax (Form 2290)
- Only for Vehicle Weight >55,000 lbs

Vehicle Description

Operating Authority and Interstate Registration

Figure 4a.



NOTES:

Please refer to the following page for notes pertaining to the flow chart.

Operating Authority and Interstate Registration

Figure 4b:

(1) Interstate Authority

- Name, Business Address
- Names of Business Partners and Addresses
- Commodities Listing
- Equipment Report
  - Carrier Name, Address
  - Certificate or Permit Number
  - Truck Makes, Years, VIN, Unit #
- Fitness Affidavit
- Workers Compensation Insurance Certificate
- Cargo Insurance
- Current Texas Map Showing Operating Area
- Current financial Statement
- Carrier's Proposed Schedule of Operations

(2) Intrastate Authority for Specialized Carriers

- All Requirements for Intrastate Authority
- Affidavit of Requirement of specialized Equipment

(3) Intrastate Authority for Contract Carriers

- All Requirements for Intrastate Authority
- Affidavit indicating that the efficient public service of any authorized common carrier now serving the same territory will not be impaired by the proposed contract carrier operation.
- Written and signed copy of the contract between applicant and shipper. Limit of 10 contracts for each contract carrier permit

(4) Intrastate Authority with Added ICC Authority or Exempt Authority

- Carrier Name, Address, Phone #
- Type of Carrier
- Federal Identification # (e.g., social Security #)
- Intrastate Certificate / Permit #
- Franchise Tax # (if domiciled in Texas)
- If Corporation:
  - State, President's Name, Secretary's Name
- If Partnership:
  - Partner's Names, Addresses
- ICC Operating Authority # (if interstate)

(5) Initial ICC Authority Information Requirements:

- Carrier Name, Address, Phone #
- Type of Carrier
- Federal Identification # (Social Security #)
- Franchise Tax # (If domiciled in Texas)
- If Corporation:
  - State, President's Name, Secretary's Name
- If Partnership:
  - Partner's Names and Addresses

(6) Interstate Carriers Registering In Texas Provide:

- Copy of ICC Operating Authority

(7) Commercial Vehicle Registration Certificate Requirements:

- Name, Business Address
- Commercial Vehicle Equipment Report
  - Carrier Name, address, Phone #
  - Vehicle code
  - Unit #
  - Year of Vehicle
  - VIN

- Private Carriers / Intrastate For-Hire Carriers
  - VIN of Vehicles Being Operated
  - Liability Insurance Proof

- For-Hire Carriers Provide Additional Information:
  - Cargo Insurance
  - Workers Compensation Insurance

the general public. Specialized motor carriers transport specific commodities over irregular routes on irregular schedules. Contract carriers transport any commodity named over irregular routes on irregular schedules, but are limited to serve a maximum of 10 shippers. Contract carrier authority is issued in the form of permits while common carrier and specialized carrier authorities are issued in the form of certificates. RCT auditors also visit carriers and examine their records on a regular basis.

Weight and Size Regulations (Figure 5).

The TxDOT Division of Maintenance and Operations, Central Permit Office (TxDOT/CPO) issues all oversize/overweight permits in the state of Texas. There are eight different types of permits which may be issued as 'frequently as once per trip to just once per year. The Central Permit Office is quite automated and most permit information can be taken over the phone and a permit mailed or faxed out the same day.

The Texas Alcohol Beverage Commission is also given the authority to weigh trucks transporting alcohol in the State of Texas; however, since they do not own any weigh scales, they basically do not do any weighing. Finally, it should be noted that the County Tax Assessors are allowed to issue one of the eight oversize/oversize permits: namely , the single-trip permit.

Safety Regulations (Figure 6).

The Department of Public Safety Traffic Law Enforcement Division (DPS/ED) is the primary agency charged with enforcing commercial vehicle safety regulations in Texas. The Motor Carrier Safety Section within this division maintains commercial vehicle inspection files and develops safety profiles. This section also provides data to Safety Net. The key outputs produced are certificates or citations based on driver and vehicle inspections. Hazardous material permits are other outputs. Through its communication with the Texas Department of Health and the Texas Water Commission, certain carriers who frequently carry hazardous materials or wastes, are provided with special hazardous material permits which allows DPS/ED to monitor them on a fleet basis rather than inspecting each vehicle individually.

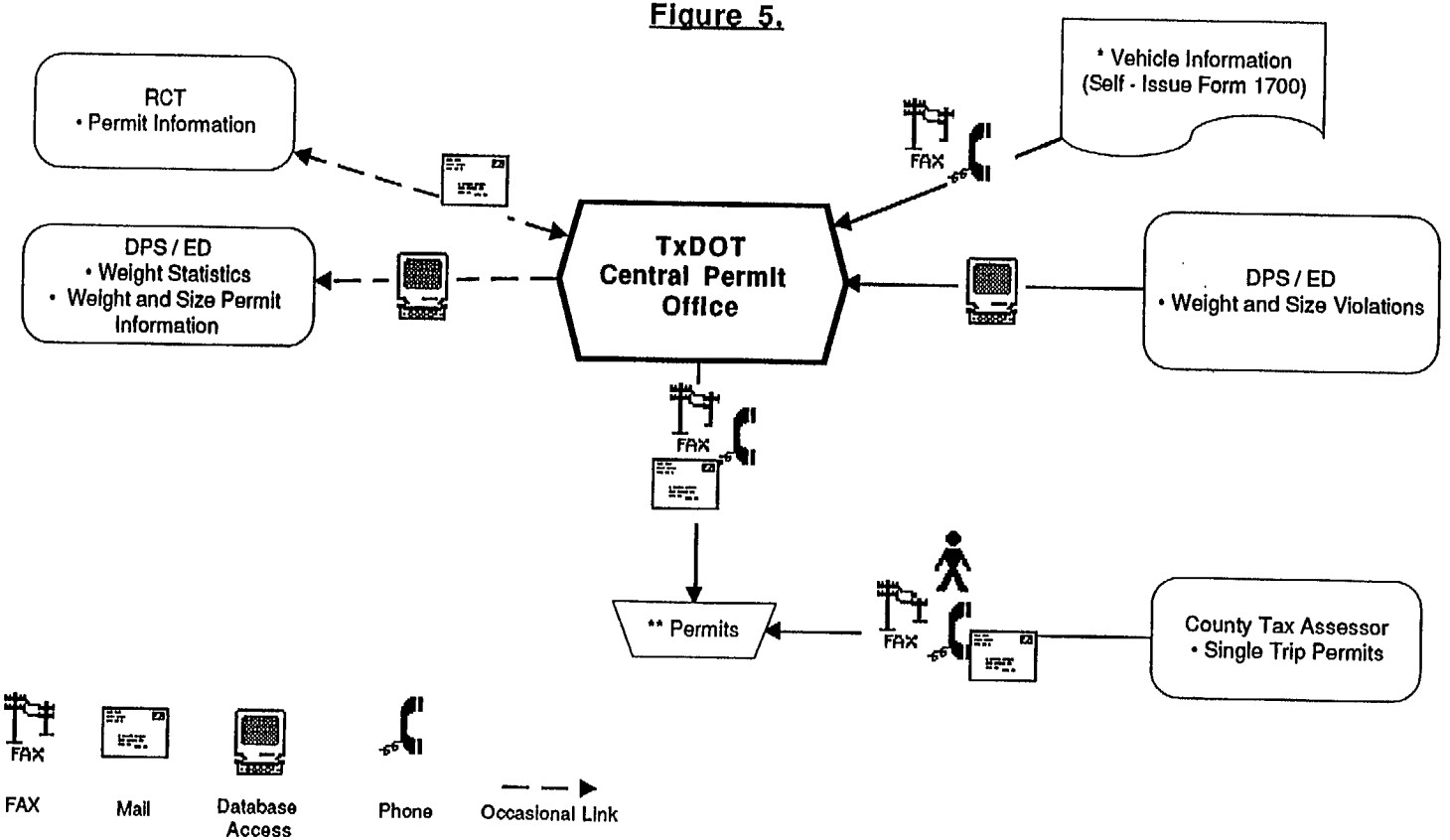
The Justice of the Peace Courts in Texas receive violation information from DPS/ED and they are the ones that collect the appropriate fees. AU arrest warrants and fines issued to the driver are also the responsibility of the Courts.

Transportation Planning (Figure 7).

The TxDOT Division of Transportation Planning (TxDOT/DTP) is responsible for collecting truck volumes, weight statistics, and truck count data. DPS/ED also collects size/weight enforcement statistics and accident statistics which it provides to TxDOT/DTP. Some of this information is then sent on to the Federal Highway Administration.

Weight and Size Regulations

Figure 5.



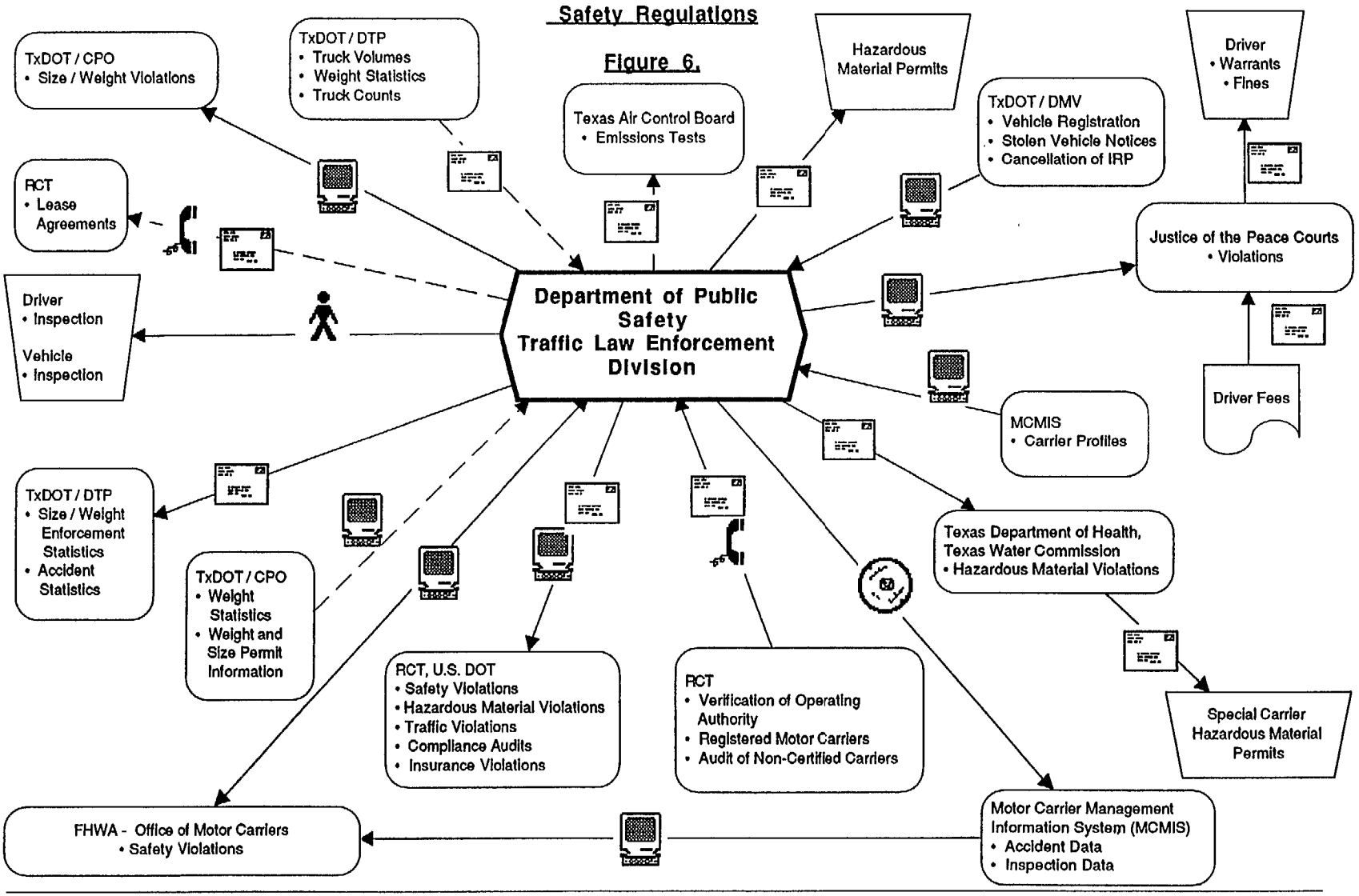
NOTES:

Vehicle Information (Self - Issue Form 1700)
- Company Name, Address
- Load Description
  - Maximum Width, Height, Length
  - Gross Weight
- Truck and Trailer Information
  - Make, VIN #, License #, State
- Axle and Tire Information
  - Axle Distance and Weight
  - Number of Tires and Tire Size
- Oversize / Overweight Permit Route Description
- Load Movement Timeframe

**** Permits - Types Issued**
- Single Trip One-Way
- Portable Building
- Manufacturing Housing
- Utility Poles (Issued Annually)
- Cranes and Oil Well Units (Issued Quarterly)
- Overaxle / Overgross Weight
- Husbandry Implements (Single Trip or Annually)
- Cylindrically Shaped Bales of Hay (Issued Annually)

Safety Regulations

Figure 6.



LEGEND:

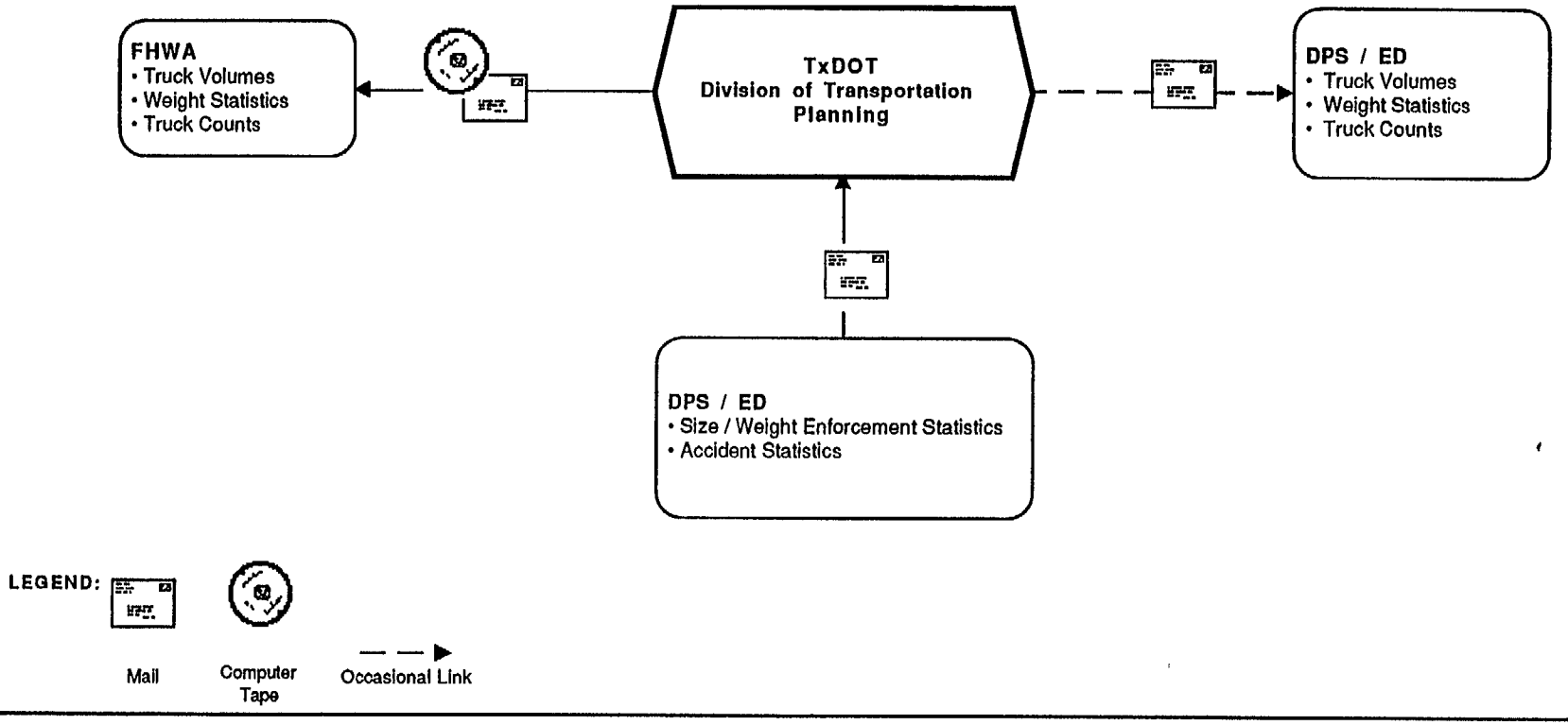
In Person | Mail | Database Access | Computer Tape | Phone | Occasional Link

NOTE:
DPS, RCT, TWC, TDH, all enforce hazardous material transportation.
Fines are issued by / to:

DPS: Driver, Carrier
RCT: Carrier, Shipper
TWC: Carrier, Shipper, Disposal Site
TDH: Carrier

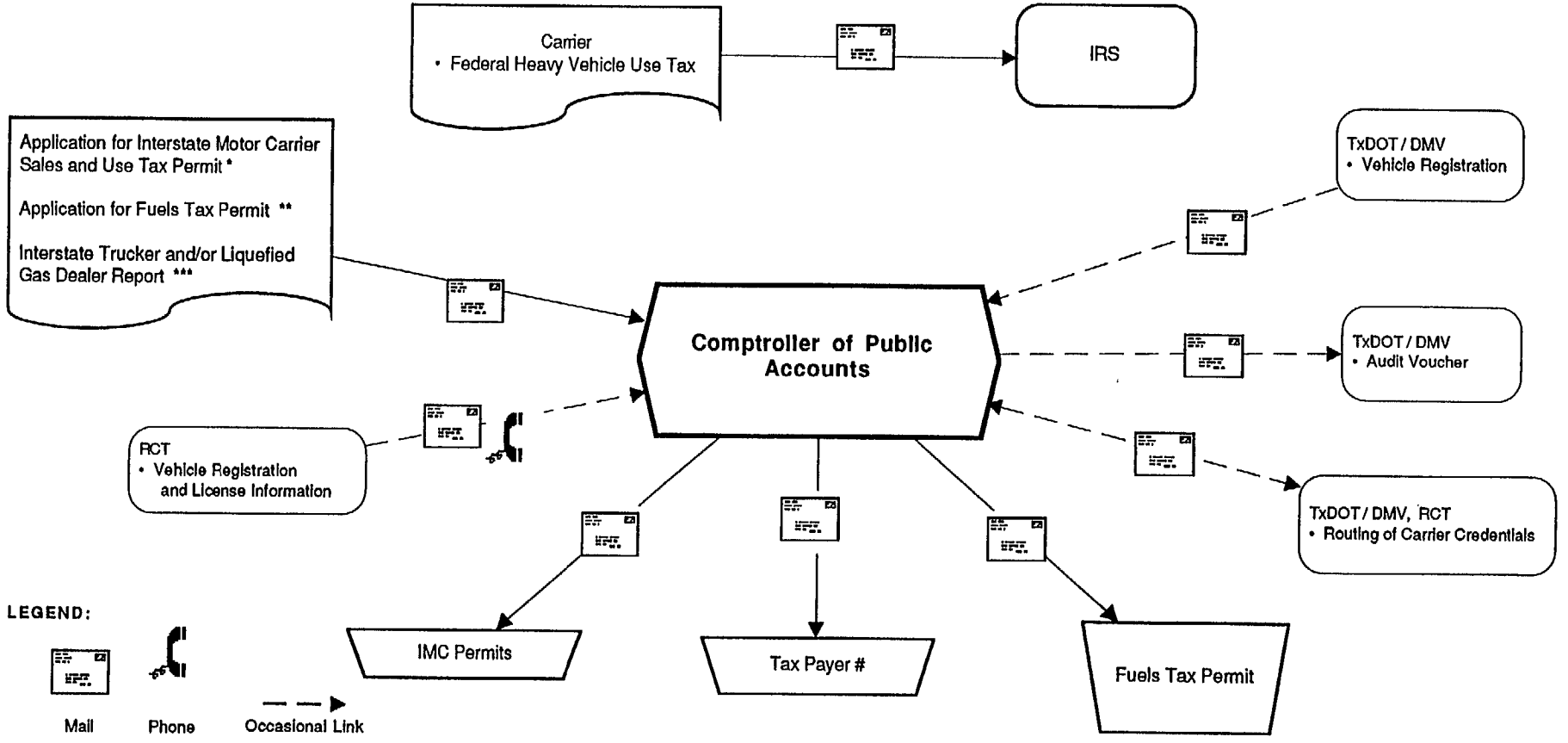
Transportation Planning

Figure 7.



Tax Collection

Figure 8.



NOTES:

*** Interstate Motor Carrier Sales and Use Tax Permit**
- Name, Address
- Employer's Identification # or Social Security #
- Texas Tax Payer # or Vendor Identification #
- Type of Company Ownership
- Names, Addresses, Social Security #s of Top Three Partners or Principal Owners
- Type of Business Engaged In
- Date Carrier Began Doing Business In Texas
- Texas Business Address
- Texas Employment Commission #
- Operating Permit # From RCT

**** Application for Fuels Tax Permit**
- Carrier Name, Address
- Phone # of Carrier's Tax Filer
- Federal Employer's Identification #
- Social Security # (If Sole Owner)
- Taxpayer # of Texas VIN
- Type of Business Ownership
- Home State and Identification # (If Partnership)
- Names, Addresses, Phone #s,and Social Security #s of Three Main Partners or Principal Officers of Company
- Type of Permit Applying For
- Type of Surety / Security Bond
- Name, Address, of Financial Institution
- Financial Institution's Federal Employer's Indentification #
- Effective Date of Bond
- Bond, Letter of Credit, or Certificate of Deposit #
- If Carrier Assests Were Purchased
  a) Taxpayer # of Former Owner
  b) Name, Address, Phone # of Former Owner
  c) Purchase Price of Carrier Assets
  d) Date Of Purchase

***** Interstate Trucker and/or Liquefied Gas Dealer Report**
- Taxpayer #
- Permit Classification and Fuel Type
- Filing Period (Quarterly of Annually)
- Taxpayer Name and Mailing Address
- Total Miles Traveled In All States (a)
- Total Gallons Delivered in All States (b)
- Average Mile Per Gallon: (a) / (b)
- Texas Miles Traveled
- Fuel used in Texas on a Milage Basis
- Texas Tax-Paid Fuel Delivered

Exhibit 2

	STATE AGENCIES			
	RCT	**DPS**	**Comptroller**	**TXDOT**
Cargo insurance	•	•		
Carrier address	•	•	•	•
Carrier name	•	•	•	•
Carrier phone number	•	•		
Federal Identification Number	•		•	
Partners addresses	•		•	
Partners names	•		•	
President's name	•		•	
Proof of liability insurance	•	•		•
Secretary's name	•		•	
Truck make	•	•		•
Truck year	•	•		•
Vehicle Identification Number	•		•	•
Workers compensation insurance certificate	•	•		

Tax Collection (Figure 8).

The Comptroller of Public Accounts is responsible for issuing the interstate motor carrier sales and use tax permit, and the fuels tax permit. The Interstate Motor Carrier Tax is paid by carriers who operate an interstate motor vehicle in Texas and are a resident of Texas (owner/operator); or by carriers domiciled or doing business in Texas. This sales and use tax is a proportioned tax on all power units, trailers, semitrailers and buses that weigh over 26,000 pounds. Interstate motor carriers are required to report IMC tax to the Comptroller's Office on a quarterly basis if their annual liability is greater than $1,000. Other carriers may report just once a year. The carriers then receive IMC permits and taxpayer numbers.

All common and contract carriers operating in Texas must also keep a complete and separate record of each intrastate and interstate transportation of motor fuel during the past four years. The Comptroller has the authority to stop, examine, impound, or seize a vehicle transporting fuel that does not have a valid permit or that has not paid the taxes due.

WEIGH STATION ACTIVITY

Another aspect of commercial vehicle operations that exists in Texas is the activities that occur at the weigh stations. The key agency involved with CVO functions at the weigh stations is the Department of Public Safety, This agency employs License and Weight troopers who are primarily involved with conducting safety inspections and weighing trucks. Certifications of citations and inspections of drivers and motor vehicles are provided to the RCT and the Attorney General's Office for use during hearings and lawsuits.

An interesting observation about Texas is that it does not have any permanently manned weigh stations. Instead, the DPS troopers do most of their safety inspections through random selection of vehicles either along the roadside or at temporarily open weigh strips. Task force operations are routinely conducted at these weigh sites using fixed or semi-portable scales.

MEMBERSHIP IN NATIONAL ORGANIZATIONS

Texas participates in the following CVO-related national organizations:

- Commercial Driver License Information System (CDLIS)
- International Registration Plan (IRP)
- Interstate Commerce Commission (ICC)
- Motor Carrier Management Information System (MCMIS)
- National Drivers Register (NDR)
- Safety Net

In addition, Texas will become a member of the International Fuel Tax Agreement (IFTA) in 1995.

DATA COLLECTION EFFORT

The evaluation summary culminates a lengthy process that included three key visits with the regulatory agencies in Texas in order to discuss various CVO issues and to gather data that was utilized in developing the organizational and data flow charts.

The first meeting (April 1992) was set up to provide an introduction of the Crescent database to the state agencies involved with commercial vehicle operations. This meeting was attended by four representatives from DPS, eight representatives from TxDOT, one representative from the Comptroller's Office, one representative from the Governor's Office, and one industry CIG member.

The second group of visits occurred in March and April of 1993. These visits were mostly data gathering expeditions and therefore personal interviews were conducted with each agency. The interviews were with one member from the RCT, one member from DPS, and two members from TxDOT. It should be noted that extensive information was also gathered via mail from a third individual at TxDOT as well as from two members at the Comptroller's Office.

The third and final group of visits occurred in June 1993. These visits were to verify the CVO functions performed by all of the state agencies as well as to document any concerns that the agencies had regarding implementation of the Crescent database. As in the second group of visits, the format of these final visits consisted of personal meetings with each agency. The meetings held were with three members from TxDOT, three members from the Comptroller's Office, one member from DPS, and one member from the RCT.

STATE AGENCY CONCERNS AND BENEFITS

Based on the views expressed by the state officials interviewed during the final visit, this section identifies the general and specific issues, concerns, opportunities and benefits of the Crescent system from the perspective of the state as a whole and from each agency. In addition, Tables 1 - 2 indicate agency representative responses to a rating questionnaire regarding issues and opportunities raised by the Crescent demonstration system. This questionnaire was used during both the first and second surveys in order to gather input as to how the representatives' perceptions had changed over time and with hopefully, greater understanding and exposure to the demonstration program. The tables, however, only indicate the latest ratings as filled out by each representative in order to avoid unfair weighting of the answers.

General Perceptions.

Opportunities and Benefits. The most obvious benefit noted by all of the agencies interviewed in Texas is the perception that the motor carrier industry was the real winner. This perception was based on the feeling that the technology would be used primarily for pre-clearance of safety inspections and movement permits, such as hazardous material routing. In addition, improving the accuracy of fleet mileage reports would also be very beneficial to the motor carriers. Such significant opportunities for motor carrier productivity and efficiency enhancement is viewed quite positively by the states since it lessens their overall enforcement burden.

Issues and Concerns- The most important concern expressed by all of the contacted agencies was cost. There was complete agreement that various cost aspects would determine the success or failure of Crescent and the implementation of HELP technology. It was indicated by all agencies that a cost/benefit analysis must be performed before significant funds would be allocated to this new technology.

Specific Perceptions.

Texas, as a state, did not have very many concerns and benefits in common among all agencies. Instead, each agency had its own "key" issues and opportunities which will be explained below.

Department of Public Safety

Agency concerns. This department had a number of key concerns. One concern was the lack of manpower that currently exists. This deficiency has led to a lack of permanent weigh stations in the state of Texas. Without these weigh stations, enforcement using AVI technology is not very useful. In addition, if the department were to began allocating funds for the establishment of permanent rather than roving weigh stations - and perhaps even ports of entry - then significant changes would be required to the agency's organizational structure. Other concerns include:

- Changes required to agency rules and regulations
- Changes required to department policies
- Changes required to traffic laws
- Cost of field equipment
- Lack of driver information
- Need list of both Crescent and non-Crescent carriers on database
- Need mandatory carrier participation
- Not enough technical expertise to fully implement Crescent

Agency benefits. In terms of benefits, the major one visualized by DPS was the ability to improve its enforcement functions. Since the database can be utilized as a screening device, the agency can better allocate its commercial vehicle patrol group to where it is needed the most. In addition, safety inspections and size/weight enforcement can be targeted specifically towards carriers who often violate the law. Another benefit includes increased intrastate and interstate agency cooperation.

Comptroller of Public Accounts

Agency concerns. The most important concern expressed by the Comptroller's Office was the lack of enough vehicle-specific information on the database. Since the Comptroller is primarily a tax auditing agency, it needs to know the sales price and taxes paid for each vehicle owned by the carriers. It is important that this tax information is accurate and current, especially with the advent of Texas joining IFTA in 1995. Other concerns mentioned include:

- Control of data
- Data privacy
- National IMC tax collection and auditing system needs to be implemented
- Uniform set of inputs into the database is required

Agency benefits. The Comptroller's Office perceives automated tax permitting as the key benefit resulting from the implementation of Crescent. In addition, tax audit enforcement would improve since the Crescent system would make it easier to identify those carriers who are currently operating with improper tax permits, or without tax permits at all. Another benefit identified includes a possible interface with the VISTA database when Texas joins ETA.

Texas Department of Transportation

Agency concerns. TxDOT can be broken down into two main branches for better analysis. The first branch is the Division of Transportation Planning and the second is the Central Permit Office within the Division of Maintenance and Operations. These two groups have different perspectives about the usefulness of Crescent to their particular CVO functions. The main concern mentioned by the Planning Division was that Crescent was too costly and would not provide significantly more data to the agency than was already being collected at a lower cost. Another key problem indicated by this agency was that each state involved with the demonstration project collected transportation data in a different format. These differences would cause problems when trying to build a uniform nationwide system. Finally, the Planning Division mentioned the fact that all costs, both implementation and maintenance, need to be shared on a proportional basis among the carrier industry and state agencies.

The Central Permit Office did not have quite as many concerns with Crescent. This office focused mostly on the need for establishing technological standards for all of the transponders and other AVI/WIM equipment. In addition, the state would need to enforce the use of these transponders on a regular basis or else the carrier industry would not have any initiative to participate in such a system. Other concerns expressed by these two branches of TxDOT are listed below:

- Development of uniform technical standards and commitment by all implementation agencies to these standards is a must
- Lack of manpower
- Maintenance of AVI equipment by a private firm is a concern
- Need to be able to download screen information from Crescent database
- Political issues
- Privacy of data
- Unrealistic expectation of WIM accuracy

Agency benefits. Again we have two branches to discuss here. The Planning Division viewed monitoring the flow of goods within the state as a major benefit. Hazardous material movement tracking would be especially beneficial. This Division also perceived Crescent as being beneficial to the carrier industry, primarily at Mexican border crossings.

The Central Permit Office also found monitoring of vehicle movement to be a major benefit since it feels that many overweight/oversize permits are currently being used improperly due to a lack of enforcement. Since the database can build a carrier history file, more trucks can be screened and lost permit revenue can be recaptured, Other benefits expressed by both agencies include:

- Assist transportation planning/origin-destination data collection
- Improved enforcement
- Verify weights and routes

Raiiroad Commission of Texas

Agency concerns. The RCT mentioned political issues as being the most overwhelming concern. These issues include the lack of trust and cooperation that exists between agencies in different states as well as political differences between the various states. Such differences are most visible in state commercial vehicle ordinances, tax requirements and registration

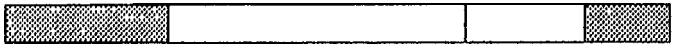
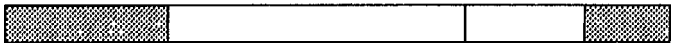
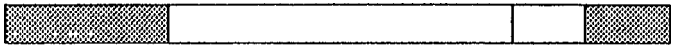
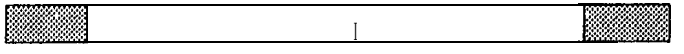
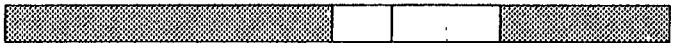
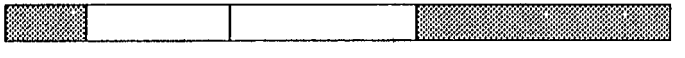
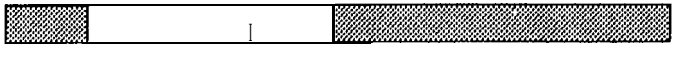
requirements. The RCT also stated that there was no initiative existing among both carriers and state agencies promoting the Crescent project from the highest executive levels of state government. Finally, the RCT could not perceive any real cost savings resulting from the implementation of Crescent.

Agency benefits. The benefits expressed by the RCT consisted mostly of carrier efficiency enhancements and not really any significant improvement in the state agency's CVO functions. Other benefits include better enforcement and increased interagency trust and cooperation.

Table 1

THE STATE OF TEXAS

SUMMARY OF ISSUES AND OPPORTUNITIES

	ISSUES	Number of Responses	Results	Min.	Avg.	Max
			Strongly Disagree 1 2 3 Nuetral 4 5 6 7 Strongly Agree			
1	Implementation of HELP Technology will require changes to Stale Law.	5		2	5.6	7
2	Implementation of HELP Technology will require changes to Agency rules and regulations.	5		2	5.6	7
3	Implementation of HELP Technology will require changes to department policies.	5		4	5.4	6
4	A high degree of inter-jurisdictional cooperation will be required for Crescent implementation.	7		2	6.1	7
5	My agency has sufficient technical expertise to fully implement HELP Technology.	7		1	4.3	7
6	Implementation of HELP Technology provides potential for significant regulatory agency improvements.	7		4	4.7	6
7	Capital costs of HELP Technology implementation are affordable.	4		2	3.0	4
8	Operational costs of HELP Technology represent significant potential savings compared to current techniques.	4		1	2.8	5
9	Allocation of motor fuel tax funds for IVHS projects is flexible and not of concern.	4		1	3.0	4

1.47

Table 1

THE STATE OF TEXAS

SUMMARY OF ISSUES AND OPPORTUNITIES

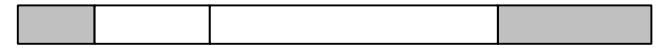
	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 7 Strongly Agree			
10	Risk sharing among public agencies and private manufacturers is a problem that needs addressing.	5		4	5.2	7
11	HELP Technology should be compatible with rail, ocean shipping, and intermodal Automatic Vehicle Identification (AVI) and Automatic Vehicle Location (AVL).	6		4	5.2	7
12	Implementation of HELP Technology depends upon development of uniform technical standards and commitment by all implementation agencies to these standards.	6		4	5.8	7
13	Realistic tolerances for Weigh in Motion (WIM) must be developed and incorporated into uniform standards.	6		4	5.3	7
14	Multi-transponder readers must be developed.	5		4	5.6	7
15	Privacy of data is not concern in implementing HELP Technology.	6		1	2.7	6
16	Control of data is not a concern in implementing HELP Technology	6		1	2.2	4
17	Implementation of HELP Technology will have significant positive effects on the transport market and industry structures.	6		4	5.5	7

Table 2

THE STATE OF TEXAS

SUMMARY OF ISSUES AND OPPORTUNITIES

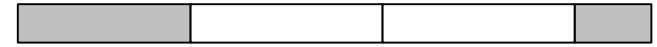
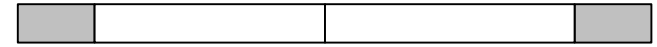
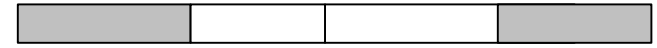
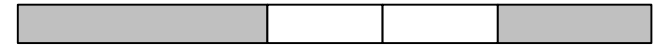
	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 7 Strongly Agree			
1	Implementation of the HELP Technology will have significant positive implications for the organization of the agency.	5		2	4.6	7
2	Implementation of the HELP Technology provides significant opportunities for motor carrier productivity and efficiency enhancement.	5		5	6.5	7
3	Availability of weigh-in motion (WIM) with automatic vehicle identification (AVI) would significantly assist my agency's operation.	5		1	3.8	7
4	Automatic Vehicle Classification (AVC) would significantly assist my agency's operations.	4		2	3.8	6
5	Pre-clearance for safety inspections, permits, etc. using AVI would significantly assist my agency's operations.	4		4	5.8	7
6	One-stop shopping for licenses, registrations, and permits would significantly assist my agency's operations.	5		4	5.4	7
7	Automated apportioned fuel tax administration which could be provided through implementation of HELP Technology would significantly assist my agency's operations.	3		4	5.0	6
8	Implementation of HELP Technology would simplify and improve the process of permitting hazardous material movements.	3		6	6.3	7
9	Advanced vehicle control systems (AVCS) would be great interest to my agency.	4		3	4.5	6

Table 2

THE STATE OF TEXAS

SUMMARY OF ISSUES AND OPPORTUNITIES

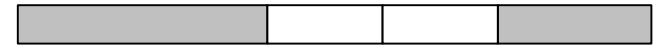
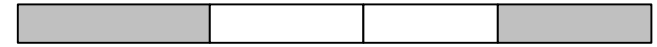
	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 Strongly Agree 7			
10	Implementation of the HELP Technology would greatly assist transportation planning/origin-destination data collection.	3		6	6.3	7
11	Implementation of the HELP Technology would greatly assist traffic engineering functions.	2		3	4.5	6
12	Implementation of HELP Technology would greatly assist those performing pavement and bridge design functions.	2		5	5.5	6
13	Implementation of HELP Technology would greatly assist enforcement of size/weight/speed regulation.	3		6	6.3	7
14	Implementation of HELP Technology would greatly assist in monitoring hazardous material movements	4		6	6.3	7
15	Implementation of HELP Technology would greatly assist vehicle taxation functions.	4		4	4.8	6
16	Coordinated WIM/AVI data reports would greatly assist my agency.	5		2	4.2	6
17	Implementation of HELP Technology would enhance driver and vehicle safety.	3		5	5.3	6
18	Dynamic vehicle safety warning systems would contribute to driver and vehicle safety.	4		5	5.8	6

Table 2

THE STATE OF TEXAS

SUMMARY OF ISSUES AND OPPORTUNITIES

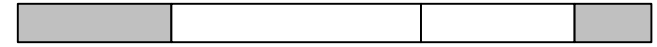
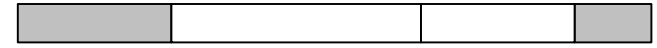
	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 Strongly Agree 7			
19	Real time communication of accident and/or weather information to commercial vehicle operators would be very desirable.	5		4	5.6	7
20	Driver fatigue and impairment countermeasures which become possible through implementation of HELP technology would significantly enhance safety.	5		5	5.8	6
21	Remote driver and vehicle safety inspections could greatly enhance safety.	5		5	5.8	6
22	Computerized maintenance records for commercial vehicles would enhance safety.	4		5	5.8	6
23a	Automation of the following state regulatory function would be desirable: Annual vehicle registration	4		2	5.0	7
23b	Automation of the following state regulatory function would be desirable: ICC operating authority	5		2	5.2	7
23c	Automation of the following state regulatory function would be desirable: ICC operating authority	5		4	5.2	7
23d	Automation of the following state regulatory function would be desirable: Temporary registration	5		5	6.0	7
23e	Automation of the following state regulatory function would be desirable: Fuel tax registration, payment, auditing	4		4	4.8	7

Table 2

THE STATE OF TEXAS

SUMMARY OF ISSUES AND OPPORTUNITIES

	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 Strongly Agree 7			
23f	Automation of the following state regulatory function would be desirable: Temporary fuel tax permits	3		4	50	7
23g	Automation of the following state regulatory function would be desirable: Weight-distance taxes	2		4	5.5	7
23h	automation of the following state regulatory function would be desirable: Oversize and overweight permits	4		4	5.8	7
23i	Automation of the following state regulatory function would be desirable: Hazardous materials permits	3		6	6.7	7
23j	Automation of the following state regulatory function would be desirable: Issuance of truck credentials in one location	4		4	5.8	7
23k	Automation of the following state regulatory function would be desirable: Toll collection	3		4	5.7	7

FUNCTIONAL AGENCY ASSESSMENT

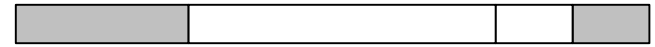
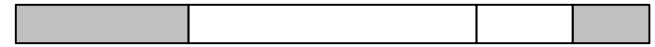
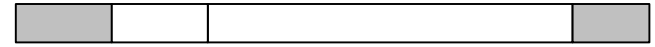
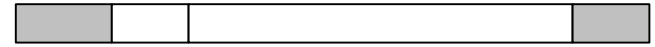
As mentioned in the introduction of this report, each state summary described some general and specific state agency perceptions of Crescent concerns and opportunities. This study has further examined these perceptions and derived a set of general opportunities and issues that were expressed by nearly all agencies interviewed. In terms of benefits, the agencies perceived the greatest benefits as being pre-clearance of safety inspections and movement permits, and better auditing of carriers. Another key benefit is the potential for significant increases in motor carrier productivity and efficiency . Crescent would also facilitate the move towards a one-stop shopping concept. Finally, almost all agencies perceived an opportunity in better deploying their enforcement personnel. Other opportunities and benefits commonly perceived across most agencies include cost savings for the trucking industry, improved compliance with size and weight regulations, improved fleet mileage audit capability, and reduced personnel requirements.

The key concern indicated by almost all of the representatives was that there was a lack of a clear Crescent cost/benefit analysis performed for their particular agency. Many representatives also felt that there was a lack of interfaces between Crescent and state computer networks. In addition, commitments were required by all agencies to uniform technical and operational standards. Such standards would greatly mitigate the concern about the reliability, control and security of the data on the Crescent system. Other concerns mentioned were that significant changes would be required not only for agency rules and regulations, but also required in the method by which the agencies collect and process information. The final two concerns that were mentioned by the majority of state representatives were implementation, maintenance and access costs, and the lack of driver information contained on the database.

In addition to describing the concerns and benefits of each state agency and for all states in common, it is helpful to group the agencies across states into different CVO function areas. These areas are listed below along with the key concerns and benefits common to all agencies that are grouped within these functional areas. Following these lists are a group of nine charts which indicate similar perceptions received from the agency representatives based on a rating questionnaire. There are slightly more functional groupings represented on these charts but the key concerns and opportunities seem to correlate well with the results of the personal interviews.

ALL AGENCIES

SUMMARY OF KEY ISSUES AND OPPORTUNITIES

	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 7 Strongly Agree			
1	A high degree of inter-jurisdiction cooperation will be required for Crescent implementation	42		2	5.9	7
2	Implementation of the HELP Technology provides significant opportunities for motor carrier productivity and efficiency enhancement.	37		2	5.8	7
3	Pre-clearance for safety inspections, permits, etc. using AVI would significantly assist my agency's operations.	32		4	5.8	7
4	Privacy of data is not a concern in implementing HELP Technology.	40		1	2.5	7
5	Control of data is not a concern in implementing HELP Technology.	39		1	2.1	7

OPERATING AUTHORITY AGENCIES - These agencies are primarily responsible for issuing operating authority for interstate and intrastate carriers and regulating carrier rates.

Agency concerns:

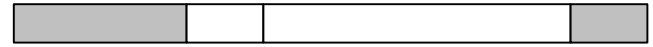
- Changes required to department policies
- Control of the data
- Cost of establishing the system
- Development of uniform technical standards necessary
- Different agencies in the various states have different requirements
- Difficulty in achieving cooperation and coordination between agencies and states
- Lack of compatibility between existing commercial vehicle electronic technologies
- Lack of Crescent database reliability
- Lack of &on-nation about data access and maintenance costs
- Political differences between the various states
- Potential for information overload
- Some changes to the agency functions, rules and regulations are required
- Verifiability of other states' data

Agency benefits.

- Assist in vehicle taxation functions
- Better enforcement capability
- Improved auditing of carriers
- Improved carrier services
- Improved tax compliance
- Pre-clearance for safety inspections and movement permits
- Significant opportunities for motor carrier productivity and efficiency enhancement

OPERATING AUTHORITY AGENCIES

SUMMARY OF KEY ISSUES AND OPPORTUNITIES

	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 Strongly Agree 7			
1	Realistic tolerances for Weigh in Motion (WIM) must be developed and incorporated into uniform standards.	5		6	6.8	7
2	One-stop shopping for licenses, registrations, and permits would significantly assist my agency's operations.	6		6	6.5	7
3	A high degree of inter-jurisdictional cooperation will be required for Crescent implementation.	8		4	6.4	7
4	Implementation of HELP Technology provides potential for significant regulatory agency improvements.	7		4	6.3	7
5	Control of data is not a concern in implementing HELP Technology.	7		2	3.0	7

LICENSING AGENCIES - These agencies are primarily responsible for issuing vehicle registrations and commercial driver licenses. In some states, these agencies also perform IRP registrations.

Agency concerns.

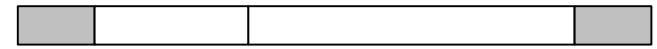
- Cost/benefit study is essential
- Funds to support Crescent not available
- Lack of compatible hardware equipment
- Lack of driver information
- Lack of good communications between agencies and databases
- Ownership of the data
- Simple and inexpensive vehicle equipment needed
- Technological standards needed for transponders and other AVI/WIM equipment

Apency benefits.

- Cost savings in the reduction of personnel, facilities, and agency programs
- Facilitates an integrated network
- Facilitator for both the transparent borders and the one-stop shopping concept
- Improved enforcement capability of size, weight and carrier compliance
- Monitor the flow of goods within the state
- Monitoring of vehicles past the border entry points
- More effective deployment of enforcement personnel
- Significant cost savings to the carriers

VEHICLE REGISTRATION/LICENSING AGENCIES

SUMMARY OF KEY ISSUES AND OPPORTUNITIES

	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 7 Strongly Agree			
1	Implementation of the HELP Technology provides significant opportunities for motor carrier productivity and efficiency enhancement	3		6	6.7	7
2	Availability of weigh-in-motion (WIM) with automatic vehicle identification (AVI) would significantly assist my agency's operations.	4		6	6.5	7
3	Implementation of HELP Technology would greatly assist vehicle taxation functions.	2		6	6.5	7
4	Privacy of data is not a concern in implementing HELP Technology.	4		1	2.8	7
5	Control of data is not a concern in implementing HELP Technology.	4		1	1.3	2

VEHICLE REGISTRATION/LICENSING AGENCIES

SUMMARY OF KEY ISSUES AND OPPORTUNITIES

	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 Strongly Agree 7			
1	A high degree of inter-jurisdiction cooperation will be required for Crescent implementation.	3		6	6.3	7
2	Remote driver and vehicle safety inspections could greatly enhance safety.	3		6	6.3	7
3	Computerized maintenance records for commercial vehicles would enhance safety.	3		5	6.0	7
4	Control of data is not a concern in implementing HELP Technology.	3		1	1.7	3
5	Privacy of data is not a concern in implementing HELP Technology.	3		1	1.7	3

TAXATION AGENCIES - These agencies commonly perform fuel tax administration functions as well as IFTA tax administration functions. Some states also assess weight-distance taxes through these agencies.

Agency concerns.

- Cost of implementing the Crescent system
- Cost/benefit study should be completed for both the industry and the state agencies
- Crescent data management and control
- High maintenance and access costs
- Need to foster interagency and interstate trust and cooperation
- Ownership of the data
- Possible misuse or misinterpretation of information on the database
- Reliability of data

Agency benefits.

- Automated issuance of permits would become feasible through Crescent
- Automated tax permitting
- Carrier audits and carrier tax compliance would improve
- Carriers would see an improvement in port of entry operations
- Easier to identify those carriers who are currently operating improperly
- Facilitator for both the transparent borders and the one-stop shopping concept
- Screening of commercial vehicles
- Significant cost savings to the carriers

TAXTION AGENCIES

SUMMARY OF KEY ISSUES AND OPPORTUNITIES

	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 Strongly Agree 7			
1	One-stop shopping for licenses, registrations, and permits would significantly assist my agency's operations	7		4	5.3	7
2	Realistic tolerances for Weigh in Motion (WIM) must be developed and incorporated into uniform standards.	4		4	5.3	7
3	Pre-clearance for safety inspections, permits, etc, using AVI would significantly assist my agency's operations.	3		4	5.3	6
4	Privacy of data is not a concern in implementing HELP Technology.	7		1	2.4	4
5	Control of data is not a concern in implementing HELP Technology.	7		1	2.1	4

ENFORCEMENT AGENCIES - These agencies are charged with enforcing most commercial vehicle regulatory functions. In addition, many of these agencies perform regular vehicle safety inspections.

Agency concerns.

- Cost/benefit study should be completed for both the industry and the state agencies
- Establishing and maintaining standards for the Crescent technology
- High cost of implementing the Crescent system
- High maintenance and access costs
- Integrity and reliability of data
- Integrity of transponders
- Lack of driver information
- Need to foster interagency and interstate trust and cooperation
- Significant changes would be required to the agency's organizational structure

Agency benefits.

- Improved commercial vehicle operations for the trucking industry
- Improved compliance capability of size, weight and carrier regulations
- More specific targeting of safety inspections and size/weight enforcement
- Personnel deployed more efficiently
- Screening of vehicles and pre-clearance
- Time and effort savings associated with automated permitting process

TRANSPORTATION PLANNING AGENCIES - These agencies usually perform a number of different tasks. They provide oversize and overweight permits to trucks, collect roadway truck data, and operate ports of entry and weigh stations.

Agency concerns.

- Access costs
- Budget constraints
- Carriers must be ensured of their right to privacy for information stored on the database
- Carriers should pay a large proportion of the cost since they would benefit the most
- Control of the data
- Cost of implementing the Crescent system
- Lack of demonstrated benefits for either the carriers or the agency
- Private firms not allowed to install WIM devices on public roads
- Technological standards needed for transponders and other AVI/WIM equipment
- Uniform technical standards must be developed and committed to by all agencies

Agency benefits.

- Assist transportation planning/origin-destination data collection
- Automation of permitting process
- Better data collection
- Better enforcement of size and weight regulations
- Better pavement and road performance evaluation
- Cost savings to state and industry
- Improved pavement and bridge load design estimates
- Improved port of entry operations
- Improved traffic volume counts
- Monitor hazardous material movements
- Possibility of congestion pricing
- Service improvements to the trucking industry
- Shorter lines queued at the ports of entry

ENFORCEMENT AGENCIES

SUMMARY OF KEY ISSUES AND OPPORTUNITIES

	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 Strongly Agree 7			
1	Availability of weigh-in-motion (WIM) with automatic vehicle identification (AVI) would significantly assist my agency's operations.	5		4	6.0	7
2	Implementation of HELP Technology will require changes to department policies.	5		4	6.0	7
3	Multi-transponder readers must be developed.	5		4	6.0	7
4	Control of data is not a concern in implementing HELP Technology.	5		1	1.8	4
5	Privacy of data is not a concern in implementing HELP Technology.	5		1	1.8	4

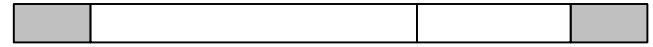
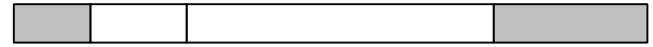
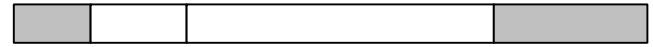
OVERSIZE/OVERWEIGHT PERMIT AGENCIES

SUMMARY OF KEY ISSUES AND OPPORTUNITIES

	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 Strongly Agree 7			
1	Implementation of HELP Technology depends upon development of uniform technical standards and commitment by all implementation agencies to these standards.	5		4	6.2	7
2	A high degree of inter-jurisdictional cooperation will be required for Crescent implementation.	5		4	6.0	7
3	Operational costs of HELP Technology represent significant potential savings compared to current techniques.	2		1	2.0	3
4	Privacy of data is not a concern in implementing HELP Technology.	4		1	2.0	3
5	Control of data is not a concern in implementing HELP Technology.	4		1	1.8	2

TRANSPORTATION PLANNING AGENCIES

SUMMARY OF KEY ISSUES AND OPPORTUNITIES

	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 Strongly Agree 7			
1	A high degree of inter-jurisdictional cooperation will be required for Crescent implementation.	8		5	6.5	7
2	Implementation of the HELP Technology provides significant opportunities for motor carrier productivity and efficiency enhancement.	8		1	5.1	7
3	Pre-clearance for safety inspections, permits, etc. using AVI would significantly assist my agency's operations.	6		4	5.2	7
4	Control of data is not a concern implementing HELP Technology.	8		1	2.3	6
5	Privacy of data is not a concern in implementing HELP Technology.	8		1	2.1	6

ENVIRONMENTAL AGENCIES (Primary California)

SUMMARY OF KEY ISSUES AND OPPORTUNITIES

	ISSUES	Number of responses	Results	Min.	Avg.	Max.
			Strongly Disagree 1 2 3 Neutral 4 5 6 Strongly Agree 7			
1	Implementation of HELP Technology would simplify and improve the process of permitting hazardous material movements.	3		5	5.7	6
2	Implementation of the HELP Technology provides significant opportunities for motor carrier productivity and efficiency enhancement.	5		5	5.6	6
3	Pre-clearance for safety inspections, permits, etc., using AVI would significantly assist my agency's operations.	4		5	5.5	6
4	Privacy of data is a concern in implementing HELP Technology.	6		1	1.5	2
5	Control of data is not a concern implementing HELP Technology.	6		1	1.3	2