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Note:
No appendices will be issued for:
Business and Commerce joint interim charge #1
Finance joint interim charges #1 and #2

Appendix Charge #1

Appendix A

Number of oversize/overweight permits issued from FY 1994 through FY 2005.

Appendix B

Number of permits issued by type for fiscal year 2005

Appendix C

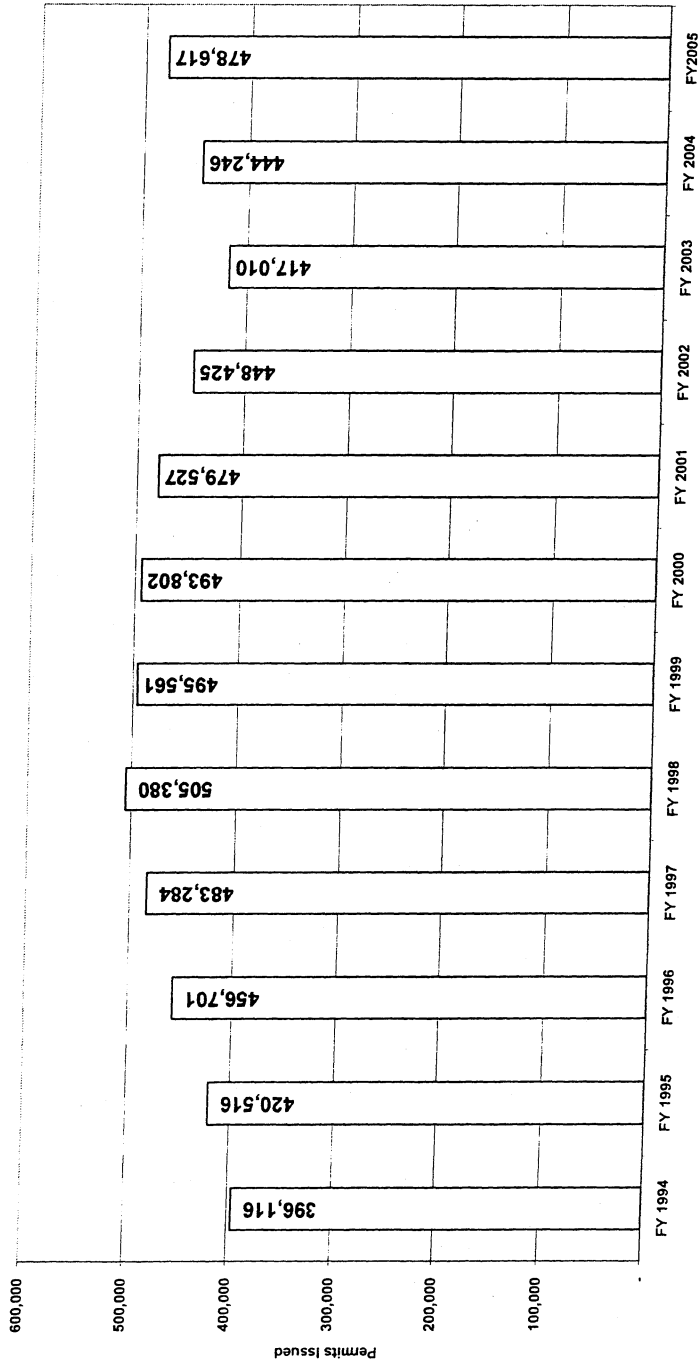
Total actual permit fee revenue collected from Fiscal Years 2001 through 2005

Appendix D

State permit fee structures of New York, Illinois, Oregon and Wisconsin

Appendix A

Oversize/Overweight Permits Issued
FY 1994 through FY 2005



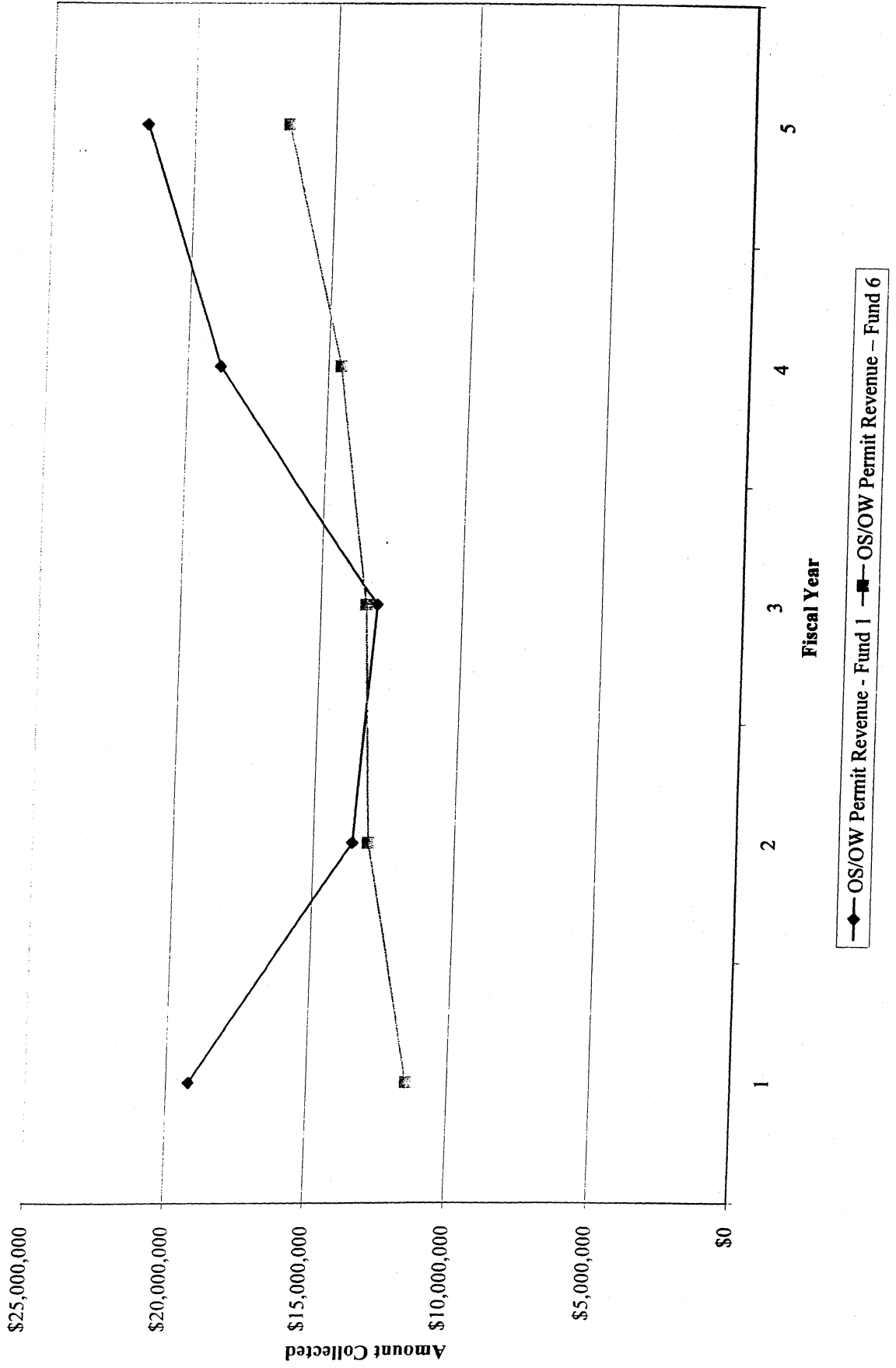
Appendix B

Type of Permit	Number of	Percent of Total Number Issued
30/60/90 Day Length	3985	0.8326%
30/60/90 Day Width	12173	2.5434%
Crane (Annual)	210	0.0439%
Crane (S/P mileage)	1560	0.3259%
Cylindrical Bales of Hay (Annual)	734	0.1534%
Envelope (Annual - Company Specific)	1412	0.2950%
Envelope (Annual - Truck Specific)	1751	10.3659%
Exempt	664	0.1387%
Fracing	1	0.0002%
General (Single trip for any size, up to five days)	304117	63.5397%
HUB	10253	2.1425%
Implement of Husbandry (Annual)	522	0.1091%
Manufactured Housing	82969	17.3356%
Manufactured Housing (Annual)	6	0.0013%
Multi State	545	0.1139%
Over-Axle (1547)	24781	5.1778%
Portable Building	17849	3.7294%
Rig-Up Truck / Unladen Lift (Annual)	210	0.0439%
Self Propelled Off-Road Equipment	242	0.0506%
Super Heavy	208	0.0435%
Temporary Registration	10928	2.2833%
Utility Pole (Annual)	145	0.0303%
Water Well Drilling Machinery & Related Equipment	13	0.0027%
Well Service Unit (Annual)	90	0.0188%
Well Service Unit (S/P mileage)	3249	0.6788%
Totals	478617	100.0000%

Appendix C

OS/OW Permits	Actual FY'01	Actual FY'02	Actual FY'03	Actual FY'04	Actual FY'05
Total OS/OW Permits Issued	479,527	448,425	417,010	444,246	478,617
OS/OW Permit Revenue Fund 1	\$19,211,007	\$13,630,950	\$13,024,371	\$18,830,632	\$21,635,636
OS/OW Permit Revenue Fund 6	\$11,463,752	\$13,075,770	\$13,408,143	\$14,546,402	\$16,662,039
Total OS/OW Permit Revenue Generated	\$30,674,759	\$26,706,720	\$26,432,514	\$33,377,034	\$38,297,675

Oversize/Overweight Permit Revenue By Fund



Appendix D

NEW YORK

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
TYPES OF DIVISIBLE LOAD OVERWEIGHT PERMITS

STRUCTURAL RESTRICTIONS APPLY - All Divisible Load Overweight Permit types are R (Restricted) permits; vehicles may not cross bridges posted with a sign legend of "No Trucks with R Permits" when using these permits. Failure to comply will result in the loss of the ability to permit pertinent vehicle(s) for 1 year.

INFRASTRUCTURE FRIENDLY REQUIREMENTS APPLY - All vehicles, model year 2006 or newer, to be eligible for any permit type, shall be equipped such that they meet all new infrastructure friendly requirements. Also, to be eligible for "Type 9" permits, all vehicles regardless of model year, shall be equipped such that they meet all new infrastructure friendly requirements. See below for "Type 9"-specific information and reverse for more details.

F1 PERMITS* Statewide

TYPE 1	Fee:	\$360.00	Max. Axle and Grouping Weights:
	Min. Axles:	3	Steering Axle = 22,400 lbs.
	Max. Axles:	4	Any other single axle = 25,000 lbs
	Min. Wheelbase:	16 Feet	Tandem = 47,000 lbs.
	Max. Gross Vehicle Weight:	97,400 lbs.	Tridem = 57,000 lbs.
	Max. Trailer Length:	48 Feet	
TYPE 1A	Fee:	\$750.00 (5 or 6 axles) \$900.00 (7 or more axles)	Max. Axle and Grouping Weights:
	Min. Axles:	5	Steering Axle = 22,400 lbs.
	Min. Wheelbase:	16 Feet	Any other single axle = 25,000 lbs.
	Max. Gross Vehicle Weight:	102,000 lbs.	Tandem = 47,000 lbs
	Max. Trailer Length:	48 Feet	Tridem = 57,000 lbs.
			Quad = 62,000 lbs

F2 PERMITS* Statewide

TYPE 7	(Effective 1/1/94) This is an auxiliary permit to a Type 1A Permit.		
	Fee:	\$65.00	Max. Axle and Grouping Weights:
	Min. Axles:	6	Steering Axle = 22,400 lbs.
	Min. Wheelbase:	36 1/2 Feet	Any other single axle = 25,000 lbs.
	Max. Gross Vehicle Weight:	107,000 lbs.	Tandem = 48,000 lbs.
	Max. Trailer Length:	48 Feet	Tridem = 58,000 lbs.
			Quad = 63,000 lbs.
TYPE 9	(Effective 4/1/04) Limited to a combination of vehicles (power unit and trailer).		Max. Axle and Grouping Weights:
	Fee:	\$900.00	Tractor Steering Axle = 13,000 lbs.
	Min. Axles:	7	Truck Steering Axle = 17,000 lbs.
	Min. Wheelbase:	43 Feet	Any other single axle = 18,000 lbs
	Max. Gross Vehicle Weight:	117,000 lbs.	Tandem = 42,000 lbs.
	Max. Trailer Length:	48 Feet	Tridem = 54,000 lbs.
			Quad = 63,000 lbs.
			(No axle to carry less than 80% of any other axle within axle group.)

Equipment requirements (Type 9): Each axle, other than steerable or trackable axles, shall be equipped with two tires on each side of the axle, any air pressure controls for lift axles shall be located outside the cab and shall be beyond the reach of occupants of the cab while the combination of vehicles is in motion. All liftable axles shall be steerable or trackable (self-steering).

F3 PERMITS* Statewide

TYPE 8	Fee:	\$360.00	Max. Axle Weights:
	No. Axles:	2	Steering Axle = 22,400 lbs.;
	Min. Wheelbase:	10 Feet	Rear Axle = 27,000 lbs.
	Max. Gross Vehicle Weight:	49,400 lbs. (After 12/31/94)	
	The Type 8 permit may only be renewed.		

F4 PERMITS* Westchester, Rockland, Putnam, Orange, Dutchess, Nassau & Suffolk Counties

TYPE 2	Fee:	\$480.00	Max. Axle and Grouping Weights:
	Min. Axles:	3; 4 (After 1/1/15, and model year 2006 and newer)	Steering Axle = 22,400 lbs.
	Max. Axles:	4	Any other single axle = 29,500 lbs.
	Min. Wheelbase:	17 Feet	Tandem = 59,000 lbs.
	Max. Wheelbase:	34 Feet	Tridem = 64,000 lbs
	Max. Gross Vehicle Weight:	79,000 lbs.	Quad = 66,000 lbs.
	Max. Trailer Length:	40 Feet	
TYPE 2A	Fee:	\$1000.00	Max. Axle and Grouping Weights:
	Min. Axles:	5	Steering Axle = 22,400 lbs.
	Min. Wheelbase:	17 Feet	Any other single axle = 29,500 lbs
	Max. Wheelbase:	34 Feet	Tandem = 69,000 lbs.
	Max. Gross Vehicle Weight:	79000	Tridem = 64,000 lbs.
	Max. Wheelbase (Combination Vehicle):	44 feet	Quad = 66,000 lbs
	Max. Trailer Length:	40 Feet	

F5 PERMITS* Westchester, Rockland, Putnam, Orange, Dutchess, Nassau & Suffolk Counties

TYPE 4	Fee:	\$1000.00	Max. Axle and Grouping Weights:
	Min. Axles:	5	Steering Axle = 22,400 lbs.
	Min. Wheelbase:	30	Any other single axle = 22,500 lbs.
	Max. Gross Vehicle Weight:	93,000 lbs.	Tandem = 45,000 lbs.
	Max. Trailer Length:	48 Feet	Tridem = 67,000 lbs.
			Quad = 62,000 lbs.

F6 PERMITS* Westchester, Rockland, Putnam, Orange, Dutchess, Nassau & Suffolk Counties

TYPE 6A	(Effective 1/1/95; expires 12/31/14)		
	Fee:	\$1000.00	Max. Axle and Grouping Weights:
	Min. Axles:	6	Steering Axle = 22,400 lbs.
	Min. Wheelbase:	36 1/2 Feet	Any other single axle = 25,750 lbs.
	Max. Gross Vehicle Weight:	120,000 lbs.	Tandem = 60,000 lbs.
	Max. Trailer Length:	48 Feet	Tridem = 67,000 lbs.
			Quad = 69,000 lbs.

(Not available for new vehicle or replacement vehicle permits issued after 12/31/2006, unless applicant can demonstrate vehicle was acquired (lifted) prior to 12/31/2006, and further, if vehicle was acquired between 4/1/2004 and 12/31/2006, the vehicle must be less than 15 years old at the time of application.)

TYPE 6B	(Effective 4/1/04)		
	Fee:	\$1000.00	Max. Axle and Grouping Weights:
	Min. Axles:	7	Steering Axle = 22,400 lbs
	Min. Wheelbase:	43 Feet	Any other single axle = 25,750 lbs.
	Max. Gross Vehicle Weight:	120,000 lbs.	Tandem = 48,000 lbs.
	Max. Trailer Length:	48 Feet	Tridem = 63,000 lbs.
			Quad = 65,000 lbs.

Effective January 1, 2005 no vehicle or combination of vehicles operating under a Divisible Load Overweight Permit, of any type, shall cross a bridge posted with a sign legend of "No Trucks with R Permits" absent a determination by the Commissioner that the permit applicant has demonstrated special circumstances warranting the crossing of such bridge or bridges and a determination by the Commissioner that such bridge or bridges may be crossed safely. Such determination to be a part of the permit issued.

All vehicles, model year 2006 or newer, to be eligible for any permit type, shall be equipped such that:

- all axles, other than steerable or trackable axles, shall have two tires on each side of the axle;
- all lift axles must be steerable or trackable;
- air pressure controls for lift axles are located outside of the cab and beyond the reach of occupants of the cab while the vehicle is in motion;
- the weight on any grouping of two or more axles is distributed such that no axle in the grouping carries less than 80% of any other axle in the grouping.

Effective December 31, 2014, all vehicles of model year 2005 or older, to be eligible for a permit (other than Type 9, which must meet all provisions for all model year vehicles currently), shall include these equipment provisions, except the provision concerning weight distribution. After January 1, 2020, all provisions will be required for all permitted vehicles regardless of model year.

TRACTOR TRAILER COMBINATION OPTIONS

No Divisible Load Overweight Permit certificates will be issued for any combinations containing more than two trailers intended to be simultaneously married to a single power unit (ie: "double-bottom" trailers). Allowable Divisible Load Overweight Permit tractor trailer combination options are listed here.

OPTION I

This option allows one power unit to be married to an unlimited number of trailers or semi-trailers (each combination of a power unit and trailer or semi-trailer will be shown on a separate permit document). Trailers or semi-trailers may have different axle spacings, axle weights, Gross Axle Weight Ratings, tire size and different number of axles. The cost of each trailer or semi-trailer is \$20.00, except the first one which is included in the initial permit fee. Complete either a PERM 92 LOTTERY APPLICATION FOR DIVISIBLE LOAD OVERWEIGHT PERMIT or 61 APPLICATION FOR DIVISIBLE LOAD OVERWEIGHT PERMIT, as applicable. For more than one trailer combination, complete a PERM 63 TRAILER ATTACHMENT FORM (TRAILER OPTION I) or PERM 93 TRAILER ATTACHMENT FORM (TRAILER OPTION I OR II), which allows unlimited trailers of the same configuration.

OPTION II

This option allows one power unit to be married to an unlimited number of trailers or semi-trailers (up to twenty combinations of a power unit and trailers or semi-trailers will be shown on a separate permit document). The axle spacing, number of axles, recommended axle weight, number of tires and tire size of each trailer MUST ALL BE THE SAME. Complete either a PERM 92 LOTTERY APPLICATION FOR DIVISIBLE LOAD OVERWEIGHT PERMIT or 61 APPLICATION FOR DIVISIBLE LOAD OVERWEIGHT PERMIT, as applicable. For more than one trailer complete a PERM 93 TRAILER ATTACHMENT FORM (TRAILER OPTION I OR II) as necessary.

PERMIT FEE CALCULATIONS

The cost of a permit is calculated as follows:

- 1) Determine the Base Permit Fee from the front side of this form (If applying for more than one type, this fee is the highest of the permit types requested).
- 2) If there is more than one Permit Type, add \$65 for each additional Permit Type added.
- 3) If there is more than one trailer, add an additional trailer fee of \$20.00 per trailer (excluding the first trailer) for Option I and \$10.00 per trailer for Option II for all trailers.

If amending an existing permit during the active permit period to add one or more permit types, use a PERM 64 Amendment to Divisible Load Overweight Permit. Write the Permit Type(s) requested in the space provided after "Additional Permit Type" in Existing Vehicle Section on the form. In addition to the \$50 amendment fee, the cost of the permit is determined by taking the difference between what you have already paid and the cost of the highest permit fee of the type(s) added plus an additional \$65 for each additional Permit Type added. Remit the difference with the PERM 64.

If amending an existing permit during the active permit period to add a trailer, use a PERM 64 Amendment to Divisible Load Overweight Permit. The cost is \$50 plus the additional trailer fee of \$20.00 per trailer (excluding the first trailer) for Option I and \$10.00 per trailer for Option II for all trailers.

SEASONAL AGRICULTURAL PERMIT

This permit is for a Type 1, 1A, 7 and existing Type 8 permits.

Fee = 1/2 annual permit fee.

Valid for 4 consecutive months

An Agricultural Vehicle: Any motor vehicle used and owned by a person engaged in food production (for consumption by humans) by means of the planting, cultivation and harvesting of agricultural, vegetable and food products of the soil, for the sole purpose of transporting such product.



NEW YORK STATE DEPARTMENT OF TRANSPORTATION
 CENTRAL PERMIT OFFICE
 50 WOLF ROAD, 1ST FLOOR
 ALBANY, NY 12232

Table of Special Hauling Permit Types and fees.

The following table sets forth information, including fees, applicable to permits issued under Subpart 154-1 of this Part. Additional permit types have been developed to address industry needs. It is expected that these additional permit types will be added to the Non-Divisible Load Regulations in the future.

The various types of permits which may be obtained from the New York State Department of Transportation for the movement of oversize and/or overweight vehicles over State Highways are shown on the following Special Hauling Permit Schedule

Available Trip Permits	Permissible Hauling Distance	Duration of Permit	Requires Insurance on File (Perm.17)	PERMIT FEES		
				Base Fee(s)	Add. Comb.	Amendment
Type - 1 Limited to vehicles and loads: Up to 16' 0" in width Up to 160' 0" in length Less than 16' 0" in height Apply Using Form: Perm 39-1	From one specific place to another, or a round trip for vehicle hauling the same load (weight and dimensions) or unladen, on the same route. Only one round trip allowed per permit.	Up to 5 permissible hauling days	NO	\$60.00 per trip	N/A	\$10.00
Type - 1A Self-Propelled cranes Interstate moves only. Vehicle width limited to 12' 0" maximum. Apply Using Form: Perm 39-1	From one specific place to another, or a round trip for vehicle hauling the same load (weight and dimensions) or unladen, on the same route. Only one round trip allowed per permit.	Up to 10 business days if requested at time of application Business days are counted as Monday - Friday	NO	\$60.00 per trip	N/A	\$10.00 *permit effective dates cannot be extended

<p>Types - 1E Emergency Trip Permit Transportation of equipment required to meet emergency conditions. *** If after hours, Carrier must obtain permit next business morning. Apply Using Form: Perm 39-1</p>	<p>From one specific place to another, or a round trip for vehicle hauling the same load (weight and dimensions) or unladen, on the same route.</p>	<p>Valid for 24 hours</p>	<p>NO</p>	<p>NO FEE</p>	<p>N/A</p>	<p>N/A</p>
<p>Types - 1M Available for the movement of Manufactured and Modular housing that does not exceed 14' 0" in width, including eave overhang. Apply Using Form: Perm 39-1</p>	<p>From one specific place to another, or a round trip for vehicle hauling the same load (weight and dimensions) or unladen, on the same route. Only one round trip allowed per permit.</p>	<p>Up to 5 permissible hauling days</p>	<p>NO</p>	<p>\$60.00 per trip</p>	<p>N/A</p>	<p>\$10.00</p>
<p>Types - 1B Low and High Level Radioactive moves Requires: Copy of Bill of lading Copy of current DEC Permit for Radioactive waste High Level moves have additional requirements. Apply Using Form: Perm 39-1</p>	<p>From one specific place to another, or a round trip for vehicle hauling the same load (weight and dimensions) or unladen, on the same route. Only one round trip allowed per permit.</p>	<p>Up to 5 permissible hauling days Continuous travel may be authorized</p>	<p>NO</p>	<p>\$60.00 per trip</p>	<p>N/A</p>	<p>\$10.00</p>
<p>Types 1S Superloads For vehicles and loads which exceed any or all of the following: - Greater than 16' 0" in width - Greater than 160' 0" in length - Greater than or equal to 16' 0" in height - Greater than or equal to 200,000 pounds Apply using Form: Perm 39-1</p>	<p>From one specific place to another Route Survey required (Use Perm 85)</p>	<p>Up to 5 permissible hauling days</p>	<p>NO A cumulative Bond is required</p>	<p>\$60.00 per trip</p>	<p>N/A</p>	<p>\$10.00</p>

<p>TYPE - 5 Building Movement* Authorizes the movement over State Highways of private homes, garages, diners and similar large buildings over 14' wide that are being moved from their original foundations.</p> <p>Apply Using Form: Perm 39-1</p>	<p>a. Within a City or Incorporated Village. b. Other locations. c. Building acquired by Agreement of Adjustment Sealed Proposal or Private sale by DOT.</p>	<p>Up to 8 permissible hauling days</p>	<p>a. YES Perm 17 must be current / valid and marked for Special Hauling b. Moves over 14' 0" wide require a \$10,000.00 bond per move OR \$25,000.00 per company. c. A Highway work Permit May be required if Demolition or Movement is within State Right of Way.</p>	<p>a and b \$380.00 per move c. Permit fee exempt</p>	<p>N/A</p>	<p>\$15.00</p>
<p>TYPE - 7 Oversize Farm Equipment 7a. Farm Equipment Dealer Trip: > 15 ft max. width. 7b. Farmer Registered Vehicles and Farm Tractors in possession of the Farmer > 17' 0" in width</p> <p>Apply Using Form: Perm 39-1</p>	<p>a. From one specific place to another, or round trip for hauling the same equipment or unladen b. Trip - From one specific place to another, or round trip for hauling the same equipment or unladen over 17 ft. wide.</p>	<p>Up to 5 permissible hauling days Up to 5 permissible hauling days</p>	<p>NO NO</p>	<p>\$60.00 per trip \$40.00 per trip</p>	<p>N/A</p>	<p>\$10.00 \$5.00</p>
<p>TYPE - 12 (Trip) Sealed Shipping Container* Available for the movement of a sealed container to or from seaports or foreign countries. All dimensions must conform to the NYS Vehicle and Traffic Law, and may not exceed 125 % of the legal weight as determined by Section 385 (10)</p> <p>Apply Using Form: Perm 39-1</p>	<p>a. for the movement of a sealed container to or from seaports or foreign countries to a specified point of origin or Destination.</p>	<p>Up to 5 permissible hauling days May be allowed Continuous Travel if requested</p>	<p>NO</p>	<p>\$60.00 per trip</p>	<p>N/A</p>	<p>\$10.00</p>
<p>TYPE - 15 16 Foot Manufactured Homes Available for the movement of manufactured housing over 14 feet, but not to exceed 16 feet wide.</p> <p>Apply Using Form: Perm 39-1</p>	<p>From one specific place to another. Travel should be limited to the 16 foot Manufactured / Modular home routes except those which are needed for pick and or delivery.</p>	<p>Up to 5 permissible hauling days</p>	<p>a. Certificate of Insurance (PERM 17) and b. \$25,000 Bond on file per company</p>	<p>\$60.00 per trip</p>	<p>N/A</p>	<p>\$10.00</p>

<p>Types - 1Z For the movement of any Manufactured Home ≤ 14'0" in width, whose tire load ratings exceed the manufacturer's rated capacity. Applicant must provide photocopy of the data plate from the manufacturer that indicates the unit was manufactured prior to January 1, 2002. Apply Using Form: Perm 39.1</p>	<p>From one specific place to another</p>	<p>Up to 5 permissible hauling days</p>	<p>NO</p>	<p>\$60.00 per trip</p>	<p>N/A</p>	<p>\$10.00</p>
<p>Types - 2Z Marked military equipment moved by Military</p> <p>Types - 2ZA Marked military equipment moved by Military with letter of essentiality from HQ, Military Surface Deployment and Distribution Command Operations Center Apply Using Form: Perm 39.1</p>	<p>From One specific place to another From One specific place to another. Continuous travel Authorized</p>	<p>Up to 5 permissible hauling days</p>	<p>NO</p>	<p>\$0.00</p>	<p>N/A</p>	<p>\$0.00</p>
<p>Types - 2Z Marked military equipment moved by Civilian Carrier</p> <p>Types - 2ZA Marked military equipment moved by Civilian Carrier with letter of essentiality from HQ, Military Surface Deployment and Distribution Command Operations Center Apply Using Form: Perm 39.1</p>	<p>From One specific place to another From One specific place to another. Continuous travel may be Authorized</p>	<p>Up to 5 permissible hauling days</p>	<p>NO</p>	<p>\$60.00 per trip</p>	<p>N/A</p>	<p>\$10.00</p>

Available Monthly and Annual Permits	Permissible Hauling Distance	Duration of Permit	Requires Insurance on File (Perm 17)	Base Fee(s)	Add. Comb.	Amendment
<p>Type-2 <u>25 Air Mile Radius</u></p> <p>Vehicles of dealers and transporters of manufactured homes, contractors and trucking concerns. Limited to 12 ft. in width, 79ft. 11 inches in length, and legal height. Lengths may be increased to 85 ft. for specific vehicles on selected routes.</p> <p>Max Gross of 116,000 pounds. Tandem axle limit - 56,000 pounds Tri-axle limit - 60,000 pound</p> <p>Apply Using Form: Perm 39-2K</p>	<p>a. 25 air-mile radius of municipality in which business is located.</p> <p>AND</p> <p>b. 25 air-mile radius of limits of specific construction project.</p>	<p>Minimum One Month up to a Maximum One Year</p>	<p>YES</p> <p>Perm 17 must be current / valid and marked for Special Hauling</p>	<p>\$60.00 per vehicle per month OR A Maximum \$380.00 per vehicle per year</p>	<p>Use Perm 39-4 per additional different combination configuration</p> <p>Use Perm 99 If combination configuration is the same as the original</p>	<p>\$15.00</p>
<p>Type-4 <u>Blanket</u></p> <p>Vehicles of dealers, manufacturers, and transporters of manufactured homes, trucks, contractors and others. Limited to 10 ft. in width, 79ft. 11 inches in length, and legal height. Lengths may be increased to 85 ft. for specific vehicles on selected routes.</p> <p>125% of legal weight.</p> <p>OR A Maximum of 100,000 pounds</p> <p>Apply Using Form: Perm 39-2K</p>	<p>On State highways with a minimum pavement width of 20 ft</p>	<p>Minimum One Month up to a Maximum One Year</p>	<p>YES</p> <p>Perm 17 must be current / valid and marked for Special Hauling</p>	<p>\$60.00 per vehicle per month OR A Maximum \$380.00 per vehicle per year</p>	<p>Use Perm 39-4 per additional different combination configuration</p> <p>Use Perm 99 If combination configuration is the same as the original</p>	<p>\$15.00</p>

<p>Type - 6 Emergency Blanket Available to transporters of equipment required to meet emergency conditions.</p> <ul style="list-style-type: none"> 116,000 pounds gross weight for 5 axle with a minimum wheel base of 36 feet. 112,000 pounds gross weight for 4 axle vehicle which consists of 2 steering axles and minimum wheelbase of 28 feet 80,000 pounds gross weight for 4 axle vehicle with 1 steer axle and a minimum wheelbase of 22 feet. 73,280 pounds gross for three axle vehicle with a minimum wheelbase of 17 feet, with any tandem grouping limited to 56,000 pounds and any trailer grouping limited to 60,000 pounds Maximum length 79' 11" Maximum width is 13' 0" Maximum height is 13' 6" <p>Apply Using Form: Perm 39-2k</p>	<p>On State highways with a minimum pavement width of 20 ft.</p>	<p>One Year</p>	<p>YES Perm 17 must be current / valid and marked for Special Hauling</p>	<p>\$380.00 per vehicle per year</p>	<p>\$20.00 Use Perm 39-4 per additional different combination configuration Use Perm 99 If combination configuration is the same as the original</p>	<p>\$15.00</p>
<p>Type - 7 25 mile - Farm Equipment Dealer Maximum width - 15' 0" Apply Using Form: Perm 39-2k</p>	<p>25 air mile radius of principal place of business.</p>	<p>Minimum One Month up to a Maximum One Year</p>	<p>YES Perm 17 must be current / valid and marked for Special Hauling</p>	<p>\$380.00 per vehicle per year</p>	<p>\$20.00 Use Perm 39-4 per additional different combination configuration Use Perm 99 If combination configuration is the same as the original</p>	<p>\$15.00</p>
<p>Type - 8 Overize Snow Plow Equipment for Private Contractor Apply Using Form: Perm 39-2K</p>	<p>25 air mile radius of principal place of business.</p>	<p>Available from October 15 through April 15</p>	<p>YES Perm 17 must be current / valid and marked for Special Hauling</p>	<p>\$110.00 Per permit period</p>	<p>N/A</p>	<p>\$15.00</p>

<p>Type - 9 Special Vehicle Combination Available to steel haulers in the Buffalo area and auto car carriers within border areas. Apply Using Form: Perm 39-2K</p>	<p>Limited to selected state highways.</p>	<p>a. Weekly b. Monthly c. Annually</p>	<p>YES Perm 17 must be current / valid and marked for Special Hauling</p>	<p>Weekly - \$120.00 Monthly - \$220.00 Annually - \$520.00</p>	<p>\$20.00 Use Perm 39-4 per additional different combination configuration Use Perm 99 If combination configuration is the same as the original</p>	<p>\$15.00</p>
<p>Type - 10 Bulk Milk Transporters of Bulk Milk. Limited to legal dimensions and 125% of legal weight as defined by Section 385(9) and (10) of the Vehicle and Traffic Law. Maximum Gross weight allowed - 100,000 pounds Apply Using Form: Perm 39-2K</p>	<p>On State highways with continuous travel allowed.</p>	<p>Minimum One Month up to a Maximum One Year</p>	<p>YES Perm 17 must be current / valid and marked for Special Hauling</p>	<p>\$60.00 per vehicle per month OR A maximum \$360.00 per vehicle per year</p>	<p>\$20.00 Use Perm 39-4 per additional different combination configuration Use Perm 99 If combination configuration is the same as the original</p>	<p>\$15.00</p>
<p>Type - 11 100 Mile Radius Vehicles of dealers and transporters of manufactured homes, contractors and trucking concerns. Limited to 12 ft in width, 79 ft 11 in length, and legal height. Length may be increased to 85 ft for specific vehicles on selected routes. Gross weight limited to 135% axle weights limited to 125% of legal weights as defined by Section 385(9) and (10) of the Vehicle and Traffic Law. Maximum Gross weight allowed - 100,000 pounds Apply Using Form: Perm 39-2K</p>	<p>100 air mile radius of municipality limits in which business is located.</p>	<p>Minimum One Month up to a Maximum One Year</p>	<p>YES Perm 17 must be current / valid and marked for Special Hauling</p>	<p>\$60.00 per vehicle per month not to exceed \$360.00 per vehicle per year</p>	<p>\$20.00 Use Perm 39-4 per additional different combination configuration Use Perm 99 If combination configuration is the same as the original</p>	<p>\$15.00</p>

<p>Type - 14 Annual Crane Available for the movement of self-propelled cranes. Maximum of 12' 0" in width Maximum of 85' 0" in length Apply Using Form: Perm 39-2K</p>	<p>a. 25 air mile radius of municipality limits in which business is located. OR b. Contiguous counties of a selected base county of which the business is located.</p>	<p>Annual</p>	<p>YES Perm 17 must be current / valid and marked for Special Hauling</p>	<p>\$380.00 OR \$380.00 + \$120 for each contiguous co.</p>	<p>N/A</p>	<p>\$15.00</p>
<p>Type - 18 Radius Permit for Self-Propelled Construction Equipment Authorize movements of specified self-propelled construction vehicles. - must be legal height and length - Certain axle spacing and axle weights apply Apply using Form: Perm 39-2K</p>	<p>5 mile air radius of the applicants physical place of business or a specific worksite</p>	<p>Annual</p>	<p>YES Perm 17 must be current / valid and marked for Special Hauling</p>	<p>\$380.00 per vehicle per year</p>	<p>N/A</p>	<p>\$15.00</p>
<p>Type - 21 Tow Trucks Authorize Single Unit Tow Trucks to disabled vehicles off the State Highway system Cannot exceed the lesser of the manufacturers Ratings OR - 125% of gross legal weight - 25,000 pounds on a single axle - 47,000 pounds on a tandem axle - 57,000 pounds on a tri-axle Apply using Form: Perm 39-2K</p>	<p>a. Limited to a 25 mile radius of the municipality as identified on the vehicles current registration b. Continuous travel allowed c. Valid for Emergency tows ONLY</p>	<p>Annual</p>	<p>YES Perm 17 must be current / valid and marked for Special Hauling</p>	<p>\$380.00 per vehicle per year</p>	<p>N/A</p>	<p>\$15.00</p>

Overweight moves that are not over-dimensional and are within 125% of legal weight and can maintain traffic flow speed are not restricted as to days of travel or time** 116,000 lbs. is maximum based on wheelbase and number of axles. See Section 154-12(b)(2) and 1.2(b)(10) for weight allowed.*** See Section 154-12(b)(15) for weights allowed

** See next page for listing of Regional Permit offices and counties they serve.

*** Emergency Conditions are defined as: Any hurricane, tornado, thunderstorm, snowstorm, ice storm, blizzard, sandstorm, high-water, tidal wave, tsunami, earthquake, volcanic eruption, mudslide, drought, forest fire, explosion, blackout, or other occurrence, natural or manmade, which interrupts the delivery of essential services (such as electricity, medical care, sewer, water, telecommunications) or essential supplies (such as food, and fuel) or otherwise threatens human life or public welfare.

ILLINOIS

TABLE 2 - OVERWEIGHT FEE CATEGORIES*

Category	f	g	h	i	j	k	l	m	n	o	p	q	r
Total Axles	6 or more	6 or more	6 or more	6 or more	5	5	5	4 or more	4 or more	3 or more	3 or more	2	2
Gross Weight (max)	88,000	100,000	110,000	120,000	88,000	100,000	100,000	72,000	76,000	60,000	68,000	48,000	64,000
Front tandem or axle (max)/axles	34,000/2	44,000/2	44,000/2	48,000/2	44,000/2	44,000/2	44,000/2	34,000/2	44,000/2	21,000/1	21,000/1	25,000/1	28,000/1
Rear tandem or axle (max)/axles	48,000/3	54,000/3	54,000/3	60,000/3	44,000/2	44,000/2	48,000/2	40,000/2	44,000/2	40,000/2	48,000/2	48,000/2	48,000/2
DISTANCE													
0 TO 45 MILES	\$10	\$15	\$20	\$30	\$20	\$30	\$30	\$15	\$20	\$12.50	\$20	\$15	\$20
46 to 90 mile	\$12.50	\$25	\$32.50	\$55	\$32.50	\$55	\$55	\$25	\$32.50	\$21.50	\$32.50	\$25	\$32.50
91 to 135 mile	\$15	\$35	\$45	\$80	\$45	\$80	\$80	\$35	\$45	\$30.50	\$45	\$35	\$45
136 TO 180 mile	\$17.50	\$45	\$57.50	\$105	\$57.50	\$105	\$105	\$45	\$57.50	\$39.50	\$57.50	\$45	\$57.50
181 TO 225 mile	\$20	\$55	\$70	\$130	\$70	\$130	\$130	\$55	\$70	\$48.50	\$70	\$55	\$70
226 TO 270 mile	\$22.50	\$65	\$82.50	\$155	\$82.50	\$155	\$155	\$65	\$82.50	\$67.50	\$82.50	\$65	\$82.50
271 to 315 mile	\$25	\$75	\$95	\$180	\$95	\$180	\$180	\$75	\$95	\$66.50	\$95	\$75	\$95
316 to 360 mile	\$27.50	\$85	\$107.50	\$205	\$107.50	\$205	\$205	\$85	\$107.50	\$75.50	\$107.50	\$85	\$107.50
361 to 405 mile	\$30	\$95	\$120	\$230	\$120	\$230	\$230	\$95	\$120	\$84.50	\$120	\$95	\$120
406 to 450 mile	\$32.50	\$105	\$132.50	\$255	\$132.50	\$255	\$255	\$105	\$132.50	\$93.50	\$132.50	\$105	\$132.50
451 to 495 mile	\$35	\$115	\$145	\$280	\$145	\$280	\$280	\$115	\$145	\$102.50	\$145	\$115	\$145

*Fee includes all overweight, all overlength, and 12 feet or less in width. For loads greater than 12 feet wide, add \$15 to the fee indicated in this Table.

TABLE 3. FEES FOR OVERWEIGHT AXLES (GROSS LEGAL)*

Axle Weight in Excess of Legal	Fees for Each 45 Mile Increment		
	Single Axle	2-Axle Tandem	3-Axle Tandem
1 -6,000 lbs.	\$5	\$5	\$5
6,001 -11,000 lbs.	\$8	\$7	\$6
11,001 -17,000 lbs.	N.A.	\$8	\$7
17,001 -22,000 lbs.	N.A.	N.A.	\$9
22,001 -29,000 lbs.	N.A.	N.A.	\$11

*Fee does not include any over dimension. If load is over dimension, add fee from Table 1.

TABLE 4. MISCELLANEOUS MOVES

Overweight 2-5 axle trucks carrying agricultural commodities including but not limited to corn, soybeans, wheat, oats, grain sorghum, canola, rice, livestock, insilage, fruits and vegetables.

Repeated overweight and/or over dimension moves directly across a highway, each vehicle.

\$5.00 per axle

\$15.00

OREGON



MILEAGE TAX RATES

INSTRUCTIONS FOR TABLE "B":

1. Use these rates only when operating at declared weight(s) over 80,000 pounds. Empty returns are paid at the same declared weights as when loaded. Raising a lift axle is not a change in configuration and does not constitute a change in rate. These rates apply to motor vehicles that are issued or required to obtain an annual highway over-dimension permit to operate with a combined weight of 80,001 pounds or more (extended weight or heavy haul).
2. Your weight should be declared at the highest weight you intend to operate. You must pay the tax for all miles over 80,000 pounds at the tax rate for this weight. You may continue to declare and report tax on multiple weights if you use different trailer combinations. If you have a declared weight over 80,000 pounds, you must also have a declared weight at 80,000 pounds. Each trip operated at 80,000 pounds or under is paid at Table "A" rates.
3. To compute the tax, select the weight group that includes the declared weight of your vehicle, then go to the column with the correct number of axles. The rate where the columns intersect is the tax rate in mills (1/10 of 1 cent). Convert the mill rate to dollars per mile (see examples below the chart). Multiply your Oregon taxable miles times the rate to calculate the amount of tax due. Taxable miles in Oregon includes all miles driven in Oregon on roads accessible to the public.
4. Heavy haul operations over 98,000 pounds pay road use assessed fees (RUAF) separately to the ODOT/MCTD Over Dimension Permits Unit. These rates do not appear on the Table "B" chart. Contact OD Permits Unit, 503-373-0000 for those RUAF rates.

For additional record keeping requirements and tax reporting information, please see *Instructions for Filing Highway-Use Tax Reports* available on ODOT's Web site:

www.odot.state.or.us/trucking/regis/forms.htm

TABLE "B" AXLE - WEIGHT MILEAGE TAX RATES

COLUMN A DECLARED COMBINED WEIGHT GROUPS (POUNDS)	5 AXLES		6 AXLES		7 AXLES		8 AXLES		9 AXLES or more	
	COLUMN B	COLUMN C*	COLUMN B	COLUMN C*	COLUMN B	COLUMN C*	COLUMN B	COLUMN C*	COLUMN B	COLUMN C*
	\$ PER MILE DECIMAL MILLS FRACTION		\$ PER MILE DECIMAL MILLS FRACTION		\$ PER MILE DECIMAL MILLS FRACTION		\$ PER MILE DECIMAL MILLS FRACTION		\$ PER MILE DECIMAL MILLS FRACTION	
80,000 AND UNDER	USE TABLE A		USE TABLE A		USE TABLE A		USE TABLE A		USE TABLE A	
80,001 to 82,000	135.9	.1359	124.3	.1243	116.2	.1162	110.4	.1104	104.1	.1041
82,001 to 84,000	140.3	.1403	126.3	.1263	118.1	.1181	111.8	.1118	105.5	.1055
84,001 to 86,000	144.5	.1445	129.2	.1292	120.0	.1200	113.2	.1132	107.0	.1070
86,001 to 88,000	149.4	.1494	132.0	.1320	121.9	.1219	115.2	.1152	108.4	.1084
88,001 to 90,000	155.2	.1552	135.4	.1354	123.9	.1239	117.1	.1171	110.4	.1104
90,001 to 92,000	161.9	.1619	139.3	.1393	125.7	.1257	119.0	.1190	112.3	.1123
92,001 to 94,000	169.2	.1692	143.1	.1431	127.7	.1277	120.9	.1209	113.8	.1138
94,001 to 96,000	176.9	.1769	147.5	.1475	130.1	.1301	122.9	.1229	115.6	.1156
96,001 to 98,000	185.1	.1851	152.8	.1528	133.0	.1330	124.9	.1249	117.6	.1176
98,001 to 100,000			158.5	.1585	135.9	.1359	127.2	.1272	119.5	.1195
100,001 to 102,000					138.8	.1388	130.1	.1301	121.5	.1215
102,001 to 104,000					141.7	.1417	133.0	.1330	123.9	.1239
104,001 to 105,500					145.5	.1455	135.9	.1359	126.3	.1263

*NOTE - Column C converts mills per mile to dollars per mile by moving the decimal point three places to the left. Multiply the Oregon Taxable Miles by the decimal fraction for the amount of tax due for each weight.

	COLUMN A	NO. OF AXLES	COLUMN B	COLUMN C	TAX
EXAMPLES:	96,000	5	176.9	.1769	1000 Miles X .1769 = \$ 176.90 100 Miles X .1769 = 17.69
	96,000	6	147.5	.1475	1000 Miles X .1475 = \$ 147.50 100 Miles X .1475 = 14.75

SEE TABLE "A" RATES FOR 80,000 POUNDS AND UNDER.

Effective January 1, 2004		Oregon Road Use Assessment Fees - Cents per Mile																	
		Number of Axles																	
Gross Weight		5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
98,000 to 100,000		44	25	14	10	8	8	4	2	1	1	1	1	1	1	1	1		
100,001 to 102,000		49	27	15	10	9	8	4	2	2	2	2	1	1	1	1	1		
102,001 to 104,000		56	29	18	11	9	8	7	3	2	2	2	1	1	1	1	1		
104,001 to 106,000		64	31	19	12	10	9	7	3	2	2	2	1	1	1	1	1		
106,001 to 108,000		69	34	19	12	10	9	7	3	3	2	2	1	1	1	1	1		
108,001 to 110,000		79	36	21	13	10	9	8	4	3	2	2	1	1	1	1	1		
110,001 to 112,000		87	42	22	14	11	10	8	4	3	3	2	1	1	1	1	1		
112,001 to 114,000		93	43	23	15	12	10	9	4	3	3	2	1	1	1	1	1		
114,001 to 116,000		110	45	24	18	12	10	9	4	4	3	2	1	1	1	1	1		
116,001 to 118,000		124	49	26	19	13	10	9	7	4	3	2	1	1	1	1	1		
118,001 to 120,000		137	53	29	21	14	10	10	7	4	4	2	1	1	1	1	1		
120,001 to 122,000			56	31	22	15	10	10	7	7	4	3	2	1	1	1	1		
122,001 to 124,000			60	33	24	18	11	10	8	7	4	3	2	2	1	1	1		
124,001 to 126,000			66	35	25	19	11	10	9	7	7	3	2	2	1	1	1		
126,001 to 128,000			69	37	26	20	12	11	9	8	7	3	3	2	1	1	1		
128,001 to 130,000			76	41	29	21	13	11	9	8	7	4	3	2	1	1	1		
130,001 to 132,000			82	44	31	22	13	11	10	9	8	4	3	2	1	1	1		
132,001 to 134,000			88	47	32	22	14	12	10	9	8	4	3	3	1	1	1		
134,001 to 136,000			94	49	34	24	14	12	10	9	8	7	3	3	1	1	1		
136,001 to 138,000			104	54	36	25	15	12	10	10	8	7	4	3	1	1	1		
138,001 to 140,000			112	57	38	26	18	13	10	10	9	7	4	3	1	1	1		
140,001 to 142,000			122	61	42	27	19	14	11	10	9	8	4	3	2	1	1		
142,001 to 144,000				66	45	30	20	14	11	10	9	8	7	4	2	1	1		
144,001 to 146,000				69	47	31	21	15	12	11	9	8	7	4	2	1	1		
146,001 to 148,000				75	48	32	22	18	13	11	10	9	8	4	3	2	1		
148,001 to 150,000				79	53	33	23	19	14	12	10	9	8	4	3	2	2		
150,001 to 152,000				83	55	35	24	19	14	12	10	10	8	4	4	2	2		
152,001 to 154,000				88	58	36	25	20	15	13	10	10	9	7	4	3	2		
154,001 to 156,000				92	60	38	26	21	18	13	10	10	9	7	4	3	2		
156,001 to 158,000				98	65	43	29	22	18	14	11	10	10	8	7	3	2		
158,001 to 160,000				103	67	45	30	23	19	14	12	11	10	8	7	4	3		
160,001 to 162,000				106	70	47	32	24	20	15	12	11	10	8	7	4	3		
162,001 to 164,000				113	76	49	33	25	21	15	13	11	10	9	8	4	3		
164,001 to 166,000				117	79	53	34	25	21	18	13	12	10	9	8	7	3		
166,001 to 168,000				124	82	56	36	27	22	18	14	13	11	9	9	7	4		
168,001 to 170,000				128	87	59	38	27	24	19	14	13	11	10	9	8	4		
170,001 to 172,000				135	90	61	42	30	25	19	14	14	11	10	10	8	4		
172,001 to 174,000				141	94	66	44	31	26	20	15	14	12	10	10	9	7		
174,001 to 176,000				147	101	68	45	32	27	21	18	15	12	10	10	9	7		
176,001 to 178,000				155	105	71	47	34	29	22	19	15	13	11	10	10	8		
178,001 to 180,000				160	109	76	48	35	30	22	19	18	13	11	11	10	8		
180,001 to 182,000					114	79	54	37	32	24	20	18	14	11	11	10	8		
182,001 to 184,000					121	82	55	38	33	24	21	19	14	12	12	10	9		
184,001 to 186,000					125	87	57	42	34	25	22	19	15	13	12	10	9		
186,001 to 188,000					132	89	59	43	36	26	22	20	15	13	12	10	10		
188,001 to 190,000					137	93	64	45	37	27	23	21	18	14	13	11	10		
190,001 to 192,000					144	98	66	47	41	29	24	21	18	14	13	11	10		
192,001 to 194,000					149	102	68	48	42	31	24	22	19	15	13	12	10		
194,001 to 196,000					156	105	70	52	44	32	25	22	19	15	14	12	10		
196,001 to 198,000					162	110	75	54	45	33	26	23	20	18	14	12	10		
198,001 to 200,000					169	113	78	56	47	34	27	23	20	18	15	13	11		

Effective January 1, 2004		Oregon Road Use Assessment Fees - Cents per Mile, Cont'd															
		Number of Axles															
Gross Weight		5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
200,001 to 202,000					174	117	81	58	48	35	29	24	21	19	15	13	11
202,001 to 204,000					182	123	84	60	49	37	30	25	21	19	18	13	11
204,001 to 206,000					189	126	88	65	53	38	31	25	22	20	18	14	12
206,001 to 208,000					195	132	91	67	54	42	32	26	23	21	18	14	12
208,001 to 210,000					202	136	95	69	56	43	33	27	23	21	19	14	12
210,001 to 212,000					209	141	101	71	58	44	34	27	24	22	20	15	13
212,001 to 214,000					218	146	104	76	60	46	35	29	25	23	20	15	13
214,001 to 216,000					226	150	110	79	64	48	37	30	25	23	20	15	14
216,001 to 218,000					232	157	114	82	66	49	38	31	26	24	21	18	14
218,001 to 220,000					240	162	118	87	67	52	42	32	27	25	21	18	15
220,001 to 222,000					249	169	124	89	69	53	43	33	27	26	22	18	15
222,001 to 224,000					259	175	127	92	71	55	45	34	29	26	23	19	15
224,001 to 226,000					182	134	98	75	57	46	35	30	27	23	19	18	
226,001 to 228,000					190	139	101	78	59	48	37	30	29	24	20	18	
228,001 to 230,000					196	146	105	80	61	49	38	31	29	24	20	19	
230,001 to 232,000					205	151	110	82	64	53	41	32	30	25	20	19	
232,001 to 234,000					214	158	113	84	66	55	42	33	30	25	21	20	
234,001 to 236,000					220	163	118	87	67	57	44	33	31	26	21	20	
236,001 to 238,000					230	172	124	90	69	60	46	34	32	26	22	21	
238,001 to 240,000					240	181	127	93	71	64	48	35	33	27	22	21	
240,001 to 242,000					249	189	130	96	73	66	49	36	34	29	23	22	
242,001 to 244,000					258	196	134	100	76	68	52	37	35	30	24	22	
244,001 to 246,000					266	204	137	103	78	70	53	38	36	31	25	23	
246,001 to 248,000					275	212	140	106	80	72	55	39	37	32	26	23	
248,001 to 250,000					284	219	144	110	82	75	56	41	38	33	27	24	
250,001 to 252,000					293	227	147	113	84	77	58	42	39	34	29	24	
252,001 to 254,000					301	235	150	116	87	79	59	43	41	35	30	25	
254,001 to 256,000					310	242	153	119	89	81	61	44	42	36	31	25	
256,001 to 258,000					319	250	158	123	91	83	62	45	43	37	32	26	
258,001 to 260,000					328	258	162	126	93	86	65	46	44	38	33	26	
260,001 to 262,000					337	264	167	129	95	88	66	47	45	39	34	27	
262,001 to 264,000					345	272	171	133	98	90	68	48	46	41	35	27	
264,001 to 266,000					354	278	175	136	100	92	69	49	47	42	36	29	
266,001 to 268,000					363	286	180	139	102	94	71	50	48	43	37	29	
268,001 to 270,000					372	293	184	143	104	96	72	52	49	44	38	30	
270,001 to 272,000					380	300	189	146	106	99	75	53	50	45	39	31	
272,001 to 274,000					389	307	193	149	109	101	76	54	52	46	41	32	
274,001 to 276,000					398	315	197	152	111	103	78	55	53	47	42	33	
276,001 to 278,000					407	322	202	156	113	105	80	56	54	48	43	34	
278,001 to 280,000					415	329	206	159	115	107	82	57	55	49	44	35	
280,001 to 282,000					424	337	210	162	118	110	84	58	56	50	45	36	
282,001 to 284,000					433	344	215	166	122	112	87	59	57	52	45	37	
284,001 to 286,000					442	351	219	169	125	114	89	60	58	53	46	38	
286,001 to 288,000					451	358	225	172	127	116	91	61	59	54	47	39	
288,001 to 290,000					459	365	230	175	130	118	93	62	60	55	47	41	
290,001 to 292,000					468	372	236	179	134	121	95	64	61	56	48	42	
292,001 to 294,000					477	378	241	182	137	123	96	65	62	57	49	43	
294,001 to 296,000					487	386	248	185	139	125	98	66	64	58	49	44	
296,001 to 298,000					497	392	254	189	143	127	99	67	65	59	50	45	
298,001 to 300,000					506	399	261	192	146	129	100	68	66	60	52	46	
300,001 to 302,000					516	406	267	195	149	132	102	69	67	61	53	47	

Effective January 1, 2004		Oregon Road Use Assessment Fees - Cents per Mile, Cont'd																
		Number of Axles																
Gross Weight		5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
302,001 to 304,000						526	412	274	198	152	134	104	70	68	62	54	48	
304,001 to 306,000						536	419	281	202	156	136	105	71	69	64	55	49	
306,001 to 308,000						546	426	287	205	158	138	107	72	70	65	56	50	
308,001 to 310,000						556	433	294	208	161	140	109	73	71	66	57	52	
310,001 to 312,000						566	440	300	212	163	143	110	75	72	67	58	53	
312,001 to 314,000						575	446	307	215	164	145	112	76	73	68	59	54	
314,001 to 316,000						585	453	314	218	168	147	114	77	75	69	59	55	
316,001 to 318,000						595	459	320	221	171	149	116	79	76	70	60	56	
318,001 to 320,000						605	467	327	225	174	151	119	81	77	71	61	57	
320,001 to 322,000						615	475	333	228	178	153	122	82	79	72	62	58	
322,001 to 324,000						625	482	340	231	181	156	123	84	80	73	64	59	
324,001 to 326,000						635	491	346	236	184	158	124	86	82	75	65	60	
326,001 to 328,000						645	499	353	240	187	160	126	88	83	76	66	61	
328,001 to 330,000						654	508	360	244	191	162	127	89	86	77	67	62	
330,001 to 332,000						664	516	366	249	194	164	129	91	87	78	68	64	
332,001 to 334,000						674	525	373	253	197	167	132	92	89	79	69	65	
334,001 to 336,000						684	534	379	258	201	169	135	94	90	80	70	66	
336,001 to 338,000						695	543	386	262	204	172	137	95	92	81	71	67	
338,001 to 340,000						706	551	392	267	207	175	139	96	93	82	72	68	
340,001 to 342,000						717	560	399	273	210	179	141	99	95	83	73	69	
342,001 to 344,000						728	569	406	278	214	182	145	100	96	84	75	70	
344,001 to 346,000						739	578	412	284	218	185	147	101	99	86	76	71	
346,001 to 348,000						751	586	419	289	223	189	148	103	100	88	77	72	
348,001 to 350,000						763	595	425	295	227	192	150	105	102	89	78	73	
350,001 to 352,000						775	604	432	300	231	195	151	106	103	91	79	75	
352,001 to 354,000						787	613	438	306	235	198	153	109	105	92	80	76	
354,001 to 356,000						799	622	446	311	239	202	155	111	106	94	81	77	
356,001 to 358,000						811	630	454	317	243	205	157	113	109	95	82	78	
358,001 to 360,000						823	639	461	322	247	208	158	115	111	98	83	79	
360,001 to 362,000						835	649	469	328	251	212	160	117	113	99	84	80	
362,001 to 364,000						847	657	477	333	255	215	161	119	115	101	86	81	
364,001 to 366,000						859	665	485	339	259	218	163	122	117	102	87	82	
366,001 to 368,000						871	673	492	344	263	221	164	124	119	104	88	83	
368,001 to 370,000						884	682	500	350	266	225	167	126	122	105	89	84	
370,001 to 372,000						896	691	508	355	270	228	168	128	124	107	90	86	
372,001 to 374,000						908	699	515	361	273	231	170	130	126	109	91	87	
374,001 to 376,000						920	709	524	366	277	235	172	133	128	111	92	88	
376,001 to 378,000						933	719	532	372	281	238	174	135	130	112	93	90	
378,001 to 380,000						946	731	539	377	285	241	176	137	133	114	95	92	
380,001 to 382,000						959	742	547	383	289	244	179	139	135	115	96	94	
382,001 to 384,000						972	754	555	388	294	248	181	141	137	117	98	96	
384,001 to 386,000						985	766	562	394	298	251	183	144	139	118	100	99	
386,001 to 388,000						1000	778	570	399	303	254	185	146	141	121	101	100	
388,001 to 390,000						1014	790	578	404	307	258	187	148	144	122	103	101	
390,001 to 392,000						1028	803	585	410	311	261	190	150	146	124	104	102	
392,001 to 394,000						1042	817	593	415	316	264	192	152	148	126	106	103	
394,001 to 396,000						1057	830	601	421	319	267	194	155	150	128	107	104	
396,001 to 398,000						1071	843	608	426	322	271	196	157	152	130	110	106	
398,001 to 400,000						1085	856	616	432	327	274	198	159	155	133	111	109	
400,001 to 402,000						1099	869	624	437	331	277	201	161	157	135	113	110	
402,001 to 404,000						1115	882	631	443	335	281	204	163	159	137	114	111	

Effective January 1, 2004		Oregon Road Use Assessment Fees - Cents per Mile, Cont'd														
		Number of Axles														
Gross Weight	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
404,001 to 406,000					1130	896	639	448	341	284	207	166	161	139	115	112
406,001 to 408,000					1145	909	647	454	345	287	210	168	163	141	116	113
408,001 to 410,000					1161	922	654	459	350	290	214	170	166	144	117	114
410,001 to 412,000					1176	935	662	465	355	294	217	172	168	146	119	115
412,001 to 414,000					1192	948	671	470	360	297	220	174	170	148	121	116
414,001 to 416,000					1207	961	680	476	364	300	224	176	172	150	123	117
416,001 to 418,000					1222	974	688	482	369	305	227	179	174	152	125	118
418,001 to 420,000					1238	988	697	489	374	309	230	181	176	155	127	121
420,001 to 422,000					1253	1001	706	495	378	314	233	183	179	157	129	122
422,001 to 424,000					1268	1014	716	502	384	318	237	185	181	159	132	123
424,001 to 426,000					1284	1027	726	509	388	322	240	187	183	161	134	125
426,001 to 428,000					1299	1040	736	515	392	327	243	190	185	163	136	126
428,001 to 430,000					1314	1053	745	522	398	331	247	192	187	166	138	128
430,001 to 432,000					1330	1067	755	528	402	335	250	194	190	168	140	129
432,001 to 434,000					1345	1080	765	535	407	340	253	196	192	170	143	132
434,001 to 436,000					1360	1093	775	542	412	344	257	198	194	172	144	134
436,001 to 438,000					1376	1106	786	548	417	349	259	201	196	174	145	136
438,001 to 440,000					1391	1120	797	555	421	353	261	203	198	176	147	137
440,001 to 442,000					1406	1135	808	561	426	357	264	205	201	179	148	139
442,001 to 444,000					1422	1149	819	568	431	362	265	207	203	181	149	141
444,001 to 446,000					1437	1164	830	574	435	366	267	209	205	183	150	143
446,001 to 448,000					1454	1179	841	581	441	371	270	212	207	185	151	145
448,001 to 450,000					1470	1195	852	588	446	375	272	214	209	187	152	146
450,001 to 452,000					1486	1210	863	594	452	379	275	216	212	190	155	148
452,001 to 454,000					1503	1226	874	601	457	384	278	218	214	192	157	150
454,001 to 456,000					1519	1241	885	607	463	388	282	220	216	194	159	151
456,001 to 458,000					1536	1256	896	614	468	392	285	223	218	196	161	153
458,001 to 460,000					1552	1273	907	620	474	397	288	225	220	198	163	156
460,001 to 462,000					1569	1289	917	627	479	401	292	227	223	201	166	158
462,001 to 464,000					1585	1306	928	634	485	406	295	229	225	203	168	160
464,001 to 466,000					1601	1322	939	640	490	410	298	231	227	205	170	162
466,001 to 468,000					1618	1338	950	647	495	414	301	233	229	207	172	164
468,001 to 470,000					1635	1355	961	653	501	420	305	236	231	209	174	167
470,001 to 472,000					1653	1371	973	660	506	425	308	238	233	212	176	169
472,001 to 474,000					1671	1388	985	666	512	431	311	240	236	214	179	171
474,001 to 476,000					1688	1404	998	673	517	436	315	242	238	216	181	173
476,001 to 478,000					1706	1421	1010	680	523	442	318	244	240	218	183	175
478,001 to 480,000					1723	1437	1022	686	528	447	321	247	242	220	185	178
480,001 to 482,000					1741	1454	1034	693	534	453	324	249	244	223	187	180
482,001 to 484,000					1758	1470	1046	700	539	458	328	251	247	225	190	182
484,001 to 486,000					1776	1486	1058	708	545	464	331	253	249	227	192	184
486,001 to 488,000					1793	1503	1070	716	550	469	334	255	251	229	194	186
488,001 to 490,000					1811	1519	1082	723	556	475	338	258	253	231	196	189
490,001 to 492,000					1828	1536	1094	731	561	480	341	260	255	233	198	191
492,001 to 494,000					1846	1553	1106	739	567	486	344	262	258	236	201	193
494,001 to 496,000					1863	1571	1119	746	572	491	347	264	260	238	203	195
496,001 to 498,000					1881	1588	1132	754	578	497	351	266	262	240	205	197
498,001 to 500,000					1899	1606	1145	762	583	502	354	269	264	242	207	200

WISCONSIN

OVERSIZE/OVERWEIGHT SINGLE TRIP PERMIT INFORMATION

MV2600 7/2005 s.348.26 Wis Stats.

Wisconsin Department of Transportation
 OS/OW Permit Unit
 PO Box 7980
 Madison, WI 53707-7980
 Telephone 608-266-7320
www.dot.wisconsin.gov/business/carriers/osowgeneral.htm

Direct online application and self-issuance are now available. Contact us at oversize-permits.dmv@dot.state.wi.us for instructions.

Single Trip Permit

Maximum size and weight for which a single trip permit may be granted:

Length - Single vehicle 50 ft. Mobile crane 60 ft.

The overall length, width and height of other loads depends on type of load.

If the spacing between adjacent axles is less than 42 inches, the axle can carry no more than a single axle.

Weight Limitation	Gross Weight In Pounds
Steering Axle	20,000
Any Other Axle	35,000
Additional weight limitations may be imposed by route.	

Mobile Homes and/or Modular Building Sections

Maximum size for which a single trip permit may be granted:

Overall Length	100 feet
Mobile Home or Modular Only	80 feet
Overall Width limitations will be determined by route.	

Insurance Requirements

The permittee shall have at least the following insurance coverage in full force and effect on the vehicle and load designated in the permit while operating on the public highway.

	Group A		Group B	
Bodily Injury Liability - each person	\$150,000	OR	\$200,000	\$1,000,000
Bodily Injury Liability - each accident	450,000		Combined	Combined
Property Damage Liability - each accident	300,000		Single Limit	Single Limit

Group A Applies when the permitted load does not exceed 12 feet in width, 13 1/2 feet in height, or 100 feet in length and does not exceed statutory gross weight limits by more than 25%.

Group B Applies when the permitted load exceeds the size and weight limitations in Group A.

Charges

- The fee shall accompany the application and shall be retained by the Department of Transportation only if a permit is issued.
- No charge shall be made for a change when an error was made by the issuing authority.
- All charges for the transmission of an application or a permit, other than by U.S. Mail, are in addition to the permit fee and are the responsibility of the applicant.
- No charge shall be made to any state department, county, town, municipality, or any branch of the United States Government or the Armed Services for any type of oversize/overweight permit.
- A charge of \$10.00 per district will be made when, by reason of the size or weight of the vehicle or load, the route must be reviewed by a regional highway office.
- A charge of \$10.00 per review will be made when, by reason of the gross weight of the vehicle and load, a review is necessary of specific highway structures.
- Permit fees are established by s.348.25 Wisconsin Statutes and Wisconsin Administrative Code Trans. 250.
- Make check payable to: Registration Fee Trust

Fee Chart

Overlength Only	\$15.00
Overwidth OR Overheight (may include Overlength)	20.00
Overwidth AND Overheight (may include Overlength)	25.00

Overweight (Includes any oversize)

0 - 90,000 lbs.	\$20.00
90,001 - 100,000 lbs.	35.00
100,001 - 110,000 lbs.	45.00
110,001 - 120,000 lbs.	55.00
120,001 - 130,000 lbs.	65.00
130,001 - 140,000 lbs.	75.00
140,001 - 150,000 lbs.	85.00
150,001 - and up	85.00 plus \$10.00 per 10,000 lbs. or fraction thereof

Appendix Charge #2

Appendix A

Section by section analysis - Real ID Act.

Appendix B

Detailed list of costs

Appendix A

TEXAS DEPARTMENT OF PUBLIC SAFETY'S

Impact Analysis of the Real ID Act

REAL ID ACT REQUIREMENT	ANTICIPATED RULE LANGUAGE	COST	CONCERNS
Section 201 Definitions: This title defines terminology applied to the Act.			
(1) DRIVER'S LICENSE (2) IDENTIFICATION CARD		<ul style="list-style-type: none"> No Impact 	<ul style="list-style-type: none"> Revise definition of driver license to comply with the definitions of the Act. TRC, Section 521.001 – Definitions. Create definition of identification card to comply with the Act. TRC, Section 521.001 – Definitions.
Section 202 (a)(1-2) Minimum Standards for Federal Use: The Act requires States to be compliant with the minimum requirements of this section for acceptance of a state-issued DL/ID by Federal agencies, beginning three years after the date of the enactment of this division.			
(1) Meet minimum standards for Federal use or Federal agencies may not accept, for any official purpose, a state-issued DL/ID, unless the state is meeting these minimum requirements. (2) Each state shall certify to the Secretary of Homeland Security whether the state is meeting the minimum requirements of this section.		<ul style="list-style-type: none"> No Impact 	<ul style="list-style-type: none"> Requires statutory authority to comply with Act. DHS has advised that the certification process will be similar to the current annual certification process for the Commercial Driver License Program.

* Italics represents Real ID Act language
 * Red text represents DHS Anticipated Rule language

Section 202 (b) (1-9) Minimum Document Requirements: The Act requires DL/ID cards contain full legal name, digital photograph, principal residence address and a common machine-readable technology, with defined minimum data elements.

<p>DL/ID Card must contain:</p> <ol style="list-style-type: none"> 1. Full Legal Name. <p>Proposed rule requires:</p> <ul style="list-style-type: none"> • Expansion of central data storage for name field to 175 characters. If DHS rule allows for 125 character name field, no cost will be required for expansion to DL system. • Coordination with other database users and/or systems to accept expanded name field (i.e. CDLIS, PDPS, SSOLV, Selective Service, Voter Registration, NLETS, etc.) • DL/ID card must display a minimum of 39 characters of the name on the face of the card. Coordinate with driver license vendor to design card to print 39 characters. 	<ol style="list-style-type: none"> 1. DLR Contract Vendor - Expand name field to allow for 175 characters Implementation - \$ 36,600 	<ul style="list-style-type: none"> • Impacts TAC, Ch. 15, 15.23 – Names, to adopt new definition for “full legal name”. • National/State/Local databases will need to convert existing name fields to be compatible with new driver record files. • Limited space available for printing of full legal name on the DL/ID. DHS has advised requirement of 39 characters on the face of DL/ID card. • Number items 2,3,4,5 - in compliance
<ol style="list-style-type: none"> 2. Date of Birth 3. Gender 4. DL or ID Card Number 5. Digital Photograph of Person 6. Address of Principal Residence 7. Signature 8. Physical Security Features to prevent tampering, counterfeiting or duplication. 	<ol style="list-style-type: none"> 2. No Impact 3. No Impact 4. No Impact 5. Cost impact to require photograph on all current non-photo documents – included in Section 202 (d) (3) 6. No Impact 7. No Impact 8. Operating - DL/ID cards must contain specific card materials and security features to meet 	<ol style="list-style-type: none"> 6. Impacts TRC and TAC to change “residence address” to “principal address”. 7. In compliance 8. Required card materials and security features significantly increase cost per card without the gain of additional security.

****all fiscal estimates are based on assumptions pending DHS final rule

<p>Proposed rule requires a specific set of security features and card materials to be utilized.</p>	<p>this requirement. Cost increase is based on approximately 7,033,453 DL/ID card issues the 1st year at an estimated \$ 7.25 per card increase</p> <p>Implementation - \$ 50,992,534 Annual - \$ 54,710,919</p> <p>9. No Impact</p>	<p>9. Common Machine Readable Technology (MRT), with defined minimum data elements.</p> <p>Proposed rule requires states to utilize unencrypted PDF-417 2D barcode format. 2D barcode will contain demographic data on front of card, full legal name and photograph and signature.</p>
<p>Section 202 (c) (1) (A-D) Minimum Issuance Standards: States must require presentation and verification of the following information prior to issuance of a DL/ID.</p>		
<p>9. Impacts TRC, 521.126 - Electronically Readable Information and TAC, Ch. 15, 15.47 - Electronically Readable Information to include applicant's photograph and signature in 2D barcode.</p> <p>Inclusion of photograph and signature in 2D barcode will increase the space requirement for the barcode impacting space constraints on the back of the DL/ID.</p>	<p>9. Impacts TRC, 521.126 - Electronically Readable Information and TAC, Ch. 15, 15.47 - Electronically Readable Information to include applicant's photograph and signature in 2D barcode.</p> <p>Inclusion of photograph and signature in 2D barcode will increase the space requirement for the barcode impacting space constraints on the back of the DL/ID.</p>	<ul style="list-style-type: none"> • Photo identity document, except a non-photo is acceptable if it includes both the person's full legal name and date of birth • Document showing the person's date of birth • Proof of SSN (for DL & ID) or verify non-eligibility • Documentation showing name and principal residence address
<p>9. Impacts TRC, 521.126 - Electronically Readable Information and TAC, Ch. 15, 15.47 - Electronically Readable Information to include applicant's photograph and signature in 2D barcode.</p> <p>Inclusion of photograph and signature in 2D barcode will increase the space requirement for the barcode impacting space constraints on the back of the DL/ID.</p>	<p>9. Impacts TRC, 521.126 - Electronically Readable Information and TAC, Ch. 15, 15.47 - Electronically Readable Information to include applicant's photograph and signature in 2D barcode.</p> <p>Inclusion of photograph and signature in 2D barcode will increase the space requirement for the barcode impacting space constraints on the back of the DL/ID.</p>	<ul style="list-style-type: none"> • Impacts TRC, new cite for SSN requirement for ID and verification of non-eligibility of SSN. (See Section 202 (d) (5) for further explanation on impact for non-eligibility. • Impacts TRC and TAC to define principal address verification residency requirements. DHS has indicated that (2) documents containing the customer's address that is no more than 3 months old will meet the residency requirement.
<p>9. Impacts TRC, 521.126 - Electronically Readable Information and TAC, Ch. 15, 15.47 - Electronically Readable Information to include applicant's photograph and signature in 2D barcode.</p> <p>Inclusion of photograph and signature in 2D barcode will increase the space requirement for the barcode impacting space constraints on the back of the DL/ID.</p>	<p>9. Impacts TRC, 521.126 - Electronically Readable Information and TAC, Ch. 15, 15.47 - Electronically Readable Information to include applicant's photograph and signature in 2D barcode.</p> <p>Inclusion of photograph and signature in 2D barcode will increase the space requirement for the barcode impacting space constraints on the back of the DL/ID.</p>	<ul style="list-style-type: none"> • Cost impact to verify SSN on ID's -- included in Section 202 (c) (3)

****all fiscal estimates are based on assumptions pending DHS final rule

Section 202 (c) (2) (B) Evidence of Lawful Status: The Act requires States to require evidence of lawful presence in the United States before issuing a REAL ID credential.

- Verify with valid documentation for the issuance of a DL/ID that the person:
- Is a citizen or national of the U.S.
 - An alien lawfully admitted for permanent or temporary residence in the U.S.
 - Has a conditional permanent resident status in the U.S.
 - Has an approved application for asylum in the U.S.
 - Has refugee status and lawful presence in the United States.
 - Has a valid, unexpired non-immigrant visa or non-immigrant visa status for entry into the U.S.
 - Has a pending application for asylum in the U.S.
 - Has a pending or approved application for temporary protected status in the U.S.
 - Has approved deferred action status **or**
 - Has a pending application for adjustment of status to that of an alien lawfully admitted for permanent residence in the U.S. or conditional permanent resident status in the U.S.

- Cost impact to verify an applicant's lawful presence in the U.S. – included in Section 202 (c) (3)

- Impacts TRC, new cite to verify legal presence prior to issuance of a DL/ID card.

Section 202 (c) (2) (C) (i-iv) Temporary ID Requirements: The Act requires States to issue a Temporary DL/ID to applicants who present evidence of legal status for documents listed in (c)(2)(B) above and to limit the validity of the DL/ID to the length of authorized stay.

Introduce a new Temporary DL/ID card which clearly indicates that it is a "temporary", tying end of stay in the U.S. to the expiration date of DL/ID card (issuance for no more than 1 year if there is no definite end to the period of authorized stay; maximum validity period 1 year).

Section 202 (c) (3) (A-C) Verification of Documents: The Act requires States to verify, with the issuing agency, the issuance, validity and completeness of documents required to be presented for the issuance of a DL/ID or Temporary DL/ID. States must not accept any foreign document, other than an official passport. States must sign an MOU with DHS to routinely utilize the Systematic Alien Verification for Entitlements (SAVE) program.

Proposed Rule requires driver license systems to electronically verify ID documents presented for a DL/ID at the time of issuance using the following national systems:

1. Social Security Online Verification (SSOLV)
 - 1. DLR Contract Vendor -
 - Expand system to require and record SSOLV query for ID cards and at every DL renewal
 - Implementation - \$ 94,500
 - Operating -
 - SSOLV transactions are \$ 0.03 per query.
 - Estimate 7,033,453 (\$211,004) SSOLV queries in the 1st year; however, DLR is budgeted \$140,719 for SSOLV transactions annually
 - Implementation - \$ 70,285
 - Annual - \$ 85,671
2. Systematic Alien Verification Entitlements (SAVE)
 - 2. DLR Contract Vendor -
 - Expand system to interface with the SAVE program to query on and verify

- Card Vendor -
 - Create DL/ID format to display temporary status
 - Implementation - \$ 21,782

- Impacts TRC, new cite to tie expiration of DL/ID to the length of authorized stay (only 1 year maximum validity period and must be verified in SAVE at each renewal).

****all fiscal estimates are based on assumptions pending DHS final rule

immigrant status and to recognize temporary DL/ID cards

Implementation - \$ 885,000

Operating -

Fee for SAVE transactions are estimated at \$ 0.26 per query with approximately 1,049,711 transactions estimated during 1st year (based on 50% of DHS statistics indicating the number of INS documents issued in Texas). Estimate used each year.

Implementation - \$ 272,925

Annual - \$ 272,925

3. National Association for Public Health Statistics and Information Systems (NAPHSIS)

3. DLR Contract Vendor -

Expand system to interface with NAPHSIS to query on and verify birth certificates presented

Implementation - \$ 350,800

Operating -

Fee for NAPHSIS transactions are estimated at \$ 0.90 per query with approximately 5,983,742 transactions estimated during the 1st year

Implementation - \$ 5,385,367

Annual - \$ 4,469,704

4. Department of State (DOS)

4. DLR Contract Vendor -

Expand system to interface with DOS to query on and verify passports presented. States are not using database at this time. Query transactions are estimated based on average cost to query other national databases.

	<p>Implementation - \$ 377,800</p> <p>Operating -</p> <p>Fee for DOS transactions are estimated \$ 0.50 per query with approximately 10,928 transactions estimated during the 1st year</p> <p>Implementation - \$ 5,464</p> <p>Annual - \$ 5,509</p>	
<p>Section 202 (d) (1-2) Document Retention: The Act requires States to retain images of identity source documents.</p>		
<p>(1) Capture digital images of identity source documents so that the images can be retained in electronic storage in a transferable format.</p> <p>(2) Identification documents submitted at the time of issuance must be maintained by the state for a minimum of seven (7) years in paper form or ten (10) years in image form.</p>	<ul style="list-style-type: none"> • DPS Contract Vendor – <ul style="list-style-type: none"> Expand current document imaging system to scan and maintain two (2) additional forms of identification (address documents) and scan and maintain (3) additional identity documents resulting from 5 year re-verification process. Additional documents to scan and store are estimated at 35,000,000 annually for the first 5 years. Implementation - \$ 874,020 (increase storage capacity and hardware to scan ID documents) • Operating – <ul style="list-style-type: none"> Expansion of communication network to support increased transmission of images and increased maintenance for document imaging system. Implementation - \$ 1,996,358 Annual - \$ 1,996,358 	

Section 202 (d) (3) Facial Image Capture: The Act requires States to subject each person applying for a driver's license or identification card to mandatory facial image capture.

<p>Capture facial image for all applicants eliminates the issuance of non-photo paper licenses.</p>	<ul style="list-style-type: none"> Operating - Requirement to produce all DL/ID cards with photograph. Additional per card cost for instruction permits, occupational, interlocks and minor restricted driver licenses. Estimated 231,175 annually at \$.8356 per card. Implementation - \$ 193,170 Annual - \$ 193,170 	<ul style="list-style-type: none"> Impacts TRC 521.124 Temporary License; Issued Without a Photograph, 521.222 Instruction Permit, 521.223 Hardship License, 521.249 Notice to Department; Issuance of Occupational License.
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Section 202 (d) (4) Re-Verification: The Act requires States to be compliant with the provisions of the Act by May 11, 2008 in order for DL/ID's issued by the state to be accepted by a federal agency for an official purpose.

<p>Establish an effective procedure to confirm or verify a renewing applicant's information.</p> <p>Proposed rule requires states to re-verify all applicants for a DL/ID prior to May 11, 2013. Re-verification must be in-person at the driver license office.</p> <ul style="list-style-type: none"> Expand issuance processes for in-office visits due to re-verification of existing 20 million Texas DL/ID cardholders. The requirement to reprocess all DL/ID card holders in person in a five-year period will eliminate all mail-in and on-line renewal and duplicate transactions. The result will be a significant increase of in-office visits estimated at 48% the first year, increasing each year thereafter. The processing time for all applicants will increase to that of an original applicant due to document verification and scanning time. This will effectively double processing time for all renewal 	<p>Significant increase in processing time</p> <p><u>5 YR RE-VERIFICATION IMPACT</u></p> <ul style="list-style-type: none"> 588 non-commissioned FTE's 149 commissioned FTE's <p>Implementation - \$ 23,388,597 (Salary)</p> <p>Implementation - \$ 7,941,112 (Equipment)</p> <p>Implementation - \$ 7,839,498 (Operating)</p> <p>Annual - \$ 23,388,597 (Salary)</p> <p>Annual - \$ 4,043,009 (Operating)</p> <p>Over-Time salary - \$ 9,763,478 (Impl./Annual)</p> <ul style="list-style-type: none"> 7 new state-owned driver license offices <p>Implementation - \$ 39,693,548 (bidg, land, equip., network, furnishings, phones, utilities)</p> <p>Annual - \$ 275,940 (utilities)</p>	<p>Significant increase in processing time</p> <p><u>5 YR RE-VERIFICATION IMPACT</u></p> <ul style="list-style-type: none"> 48% increase of office transactions for the 1st year. Increase in extensive review of documents and fraudulent document incidents resulting in need for additional troopers to deter fraud and conduct investigations. 15% over-time salary Continuous re-verification of all DL/ID's at time of renewal - even alternative renewals.
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****all fiscal estimates are based on assumptions pending DHS final rule

<p>and duplicate transactions which comprise an average of 83% of the total number of transactions processed each year of the five-year implementation.</p> <ul style="list-style-type: none"> The cumulative effect of additional traffic and processing time will require an additional 588 non-commissioned FTE's. 	<ul style="list-style-type: none"> 7 new leased driver license offices Implementation - \$ 2,376,301 (leases, equip, network, furnishings, phones, utilities) Annual - \$ 886,000 (leases/utilities) 18 remodeled driver license offices Implementation - \$ 11,532,896 (remodel, equip, furnishings, utilities) Annual - \$ 73,200 (utilities) <hr/> <ul style="list-style-type: none"> DLR Contract Vendor - Expand online system to incorporate verification transactions for alternate renewals. Implementation - \$ 453,400 Operating - Transaction costs for online verification transactions after initial FY08 implementation year. Annual - \$ 175,836 <hr/> <ul style="list-style-type: none"> Operating - Public education. Implementation - \$ 1,000,000 Annual - \$ 750,000 <hr/> <ul style="list-style-type: none"> Revenue Loss - Loss in revenue to state (GR) due to discontinuation of online renewal and duplicate programs over a 5yr re-verification period - \$4,586,381 	<ul style="list-style-type: none"> Once initial in-office verification is complete, the online program must be enhanced to expand to include online verifications transactions for DL/ID renewals prior to issuance.
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****all fiscal estimates are based on assumptions pending DHS final rule

Section 202 (d) (5) Confirm SSN: The Act requires States to confirm with the SSA a social security account number.	
<p>In the event that a social security account number is already registered to or associated with another person to whom any state has issued a DL/ID card, the state shall resolve the discrepancy and take appropriate action.</p>	<ul style="list-style-type: none"> No Impact Customers known to be the true individual; however, based on differences in SSA name requirements may be listed with a nickname, maiden name or partial name, will now be turned away to resolve this discrepancy with the SSA. Significant impact to customer service as DL/ID requires "full legal name" for issuance and customer must change name with SSA prior to receiving a DL/ID.
Section 202 (d) (6) Refuse Issuance: The Act requires States to refuse the issuance of a DL/ID to a person holding a DL issued by another state; unless confirmation is received that the person is terminating or terminated the DL issued by another state.	
<p>Ensure DL/ID issued in another state is terminated prior to issuance in Texas.</p>	<ul style="list-style-type: none"> No system exists today that would allow for compliance with this requirement. Unable to determine cost as system is not defined. Impacts TRC, Section 521.18 2 – Surrender of License by Other Jurisdiction. National database must be created to allow states to query driver record information. Cost impact would be realized to query database.
Section 202 (d) (7) Physical Security: The Act requires States to ensure the physical security of locations where drivers' licenses and identification cards are produced and the security of document materials and papers from which drivers' licenses and identification cards are produced.	
<p>Ensure physical security of locations where DL/ID cards are produced.</p>	<ul style="list-style-type: none"> No Impact In compliance
Section 202 (d) (8) Employee Background Checks: The Act requires States to subject all persons authorized to manufacture or produce drivers' licenses and identification cards to appropriate security clearance requirements.	
<p>Subject all person's authorized to manufacture or produce DL/ID cards to appropriate security clearance requirements.</p>	<ul style="list-style-type: none"> No Impact In compliance

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Section 202 (d) (9) Fraudulent Document Training: The Act requires States to establish fraudulent document recognition training programs for appropriate employees engaged in the issuance of drivers' licenses and identification cards.

Establish fraudulent document recognition training programs for appropriate employees engaged in the issuance of DL/ID cards.

Texas has adopted the American Association of Motor Vehicle Administrator's (AAMVA's) Fraudulent Document Recognition Training program and are currently training personnel.

- Operating -
Cost to perform annual training classes (new hires)
Implementation - \$ 134,442
Annual - \$ 38,376

Section 202 (d) (10) License Validity: The Act requires States to limit the period of validity of DL/ID's that are not temporary to a period that does not exceed 8 years.

Limit period of validity of DL/ID cards that are not temporary to a period not exceeding 8 years.

- DLR Contract Vendor -
Expand system to no longer allow "indefinite" expirations for ID card applicant's age 60 and over.
Implementation - \$ 54,000

- Impacts TRC, 521.101 - Personal Identification to repeal statute allowing the issuance of ID's with an indefinite expiration date to applicants age 60 or over.

Section 202 (d) (11) Non-Conforming License: The REAL ID Act requires DL/ID's that don't satisfy the federal requirements to clearly state on its face that it may not be accepted by any Federal agency for federal identification or any other official purpose; and must use a unique design or color indicator to alert Federal agency and other law enforcement personnel that it may not be accepted for any such purpose.

Create an alternative DL/ID document design if state does not meet federal standard.

- Card Vendor -
Create non-compliant DL/ID card.
Implementation - \$ 24,000

- Impacts TRC, new cite to develop a "certificate of driving - not for federal identification purposes" card for applicants who cannot prove lawful presence.

Section 202 (d) (12) Access to State Information: States must provide electronic access to all other States to information contained in the motor vehicle database of the State.

<p>Allow electronic access to information contained in the driver record.</p>	<ul style="list-style-type: none"> • Cost impact unknown - see Section 202 (d) (13) 	<ul style="list-style-type: none"> • Impacts TRC 730.005 – Required Disclosure
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Section 202 (d) (13) Database Requirements: The Act requires States to provide electronic access to all other States to information contained in the States motor vehicle database (at a minimum: all data fields printed on drivers' licenses and identification cards issued by the State; and motor vehicle drivers' histories, including motor vehicle violations, suspensions, and points on licenses).

<p>Expand database to allow for electronic sharing of motor vehicle data to other states.</p>	<ul style="list-style-type: none"> • DLR Contract Vendor - Expand system to incorporate the exchange of digital identity documents and photographs with other states licensing jurisdictions. Implementation - \$ 1,474,600 • Operating - Transaction costs are based on the average number of out of state licenses surrendered to Texas annually at an estimated rate of \$ 1.00 per transaction. Implementation - \$ 225,200 Annual - \$ 225,200 	<p>Impacts TRC, 730.007 – Permitted Disclosure to allow DL/ID photographs and identity documents to be retrieved by other licensing jurisdictions. National database must be created to allow states to query and transfer driver history and image information to new licensing jurisdiction. Cost impact would be realized to query database.</p>
<p>Proposed rule requires that Digital DL/ID photographs and identity documents must be exchanged with other states.</p>		

****all fiscal estimates are based on assumptions pending DHS final rule

Section 203 Trafficking in Authentication Features for use in False Identification Documents: The Act amends fraud and related activity in connection with identification documents, authentication features, and information in 18 U.S.C. 1028(a) (8) and Use of a False Driver License at Airport as defined in Section 40102 of title 49, U.S. Code.

Strikes "false authentication features" and inserts "false or actual authentication features" so it reads "knowingly traffic in false or actual authentication features for use in false identification documents, document-making implements, or means of identification" in 18 U.S.C. 1028 (a) (8). Secretary of Homeland Security shall enter into the appropriate aviation security screening database, appropriate information regarding any person convicted of using a false driver license at an airport as defined in Section 40102 of title 49, U.S. Code.

• No Impact

- Impacts TRC, 521.456 – Delivery or Manufacture of Counterfeit Instrument if Texas legislature seeks to increase penalties respective to this requirement.
- May require data exchange/image retrieval with Transportation Safety Administration.

Section 204 Grants to States: The Act allows the Department of Homeland Security to make grants to a State in conforming to the minimum standards set forth in this title.

DHS is authorized to be appropriated for each of the fiscal years 2005 through 2009 such sums as may be necessary to carry out this title.

- A total of \$34 million in grant funding is reported to be potentially available to states.

Section 205 Authority: The Act grants the Secretary of Homeland Security and Secretary of Transportation specific authorities under this title.

• All authority to issue regulations, set standards, and issue grants under this title shall be carried out by the Secretary, in consultation with the Secretary of Transportation and the States.

- DHS has indicated that extensions will not be granted unless there is a "technological need to delay". This is common to all states.

****all fiscal estimates are based on assumptions pending DHS final rule

<ul style="list-style-type: none"> All authority to certify compliance with standards under this title shall be carried out by the Secretary of Transportation, in consultation with the Secretary of Homeland Security and the States. The Secretary may grant to a State an extension of time to meet the requirements of section 202(a) (1) if the State provides adequate justification for non-compliance. 		
<p>Section 206 Repeal: The Act repeals Section 7212 of the Intelligence Reform and Terrorism Prevention Act of 2004 (Public Law 108-458).</p>		
<p>Section 7212 of the Intelligence Reform and Terrorism Prevention Act of 2004 (Public Law 108-458) is repealed.</p>		
<p>Section 207 Limitation on Statutory Construction: The Act states that nothing in this title shall be construed to affect the authorities or responsibilities of the Secretary of Transportation or the States under chapter 303 of title 49, US Code.</p>		
<p>Nothing in this title shall be construed to affect the authorities or responsibilities of the Secretary of Transportation or the States under chapter 303 of title 49, US Code.</p>		

Appendix B

**REAL ID ACT
COST IMPACT**

	Implementation Cost		Annual Cost	Salary	Annual Operating	FTE's
Real ID Requirement						
Minimum Document Requirements	\$ 51,029,134	\$ 54,710,919			\$ 54,710,919	
Temporary DL/ID Card	\$ 21,782					
Verification of Documents:						
Social Security Online Verification	\$ 164,785	\$ 85,671			\$ 85,671	
System Alien Verification Entitlement	\$ 1,157,925	\$ 272,925			\$ 272,925	
National Association for Public Health Statistics and Information Systems	\$ 5,736,167	\$ 4,469,704			\$ 4,469,704	
Department of State	\$ 383,264	\$ 5,509			\$ 5,509	
Document Retention	\$ 2,870,378	\$ 1,996,358			\$ 1,996,358	
Facial Image Capture	\$ 193,170	\$ 193,170			\$ 193,170	
Re-Verification:						
Commissioned FTEs	\$ 19,745,311	\$ 9,529,675		\$ 7,741,408	\$ 1,788,267	149
Non-Commissioned FTEs	\$ 19,423,896	\$ 17,901,931		\$ 15,647,189	\$ 2,254,742	588
FTE Overtime Pay	\$ 9,763,478	\$ 9,763,478		\$ 9,763,478		
New State-Owned DL Offices (7)	\$ 39,693,548	\$ 275,940			\$ 275,940	
New Leased DL Offices (7)	\$ 2,376,301	\$ 886,000			\$ 886,000	
Remodeled DL Offices (18)	\$ 11,532,896	\$ 73,200			\$ 73,200	
Online Expansion	\$ 453,400	\$ 175,836			\$ 175,836	
Public Education	\$ 1,000,000	\$ 750,000			\$ 750,000	
5 Year Revenue Loss (\$4,586,381)						
Fraudulent Document Training	\$ 134,442	\$ 38,376			\$ 38,376	
License Validity	\$ 54,000					
Non-Conforming License	\$ 24,000					
Database Requirements	\$ 1,699,800	\$ 225,200			\$ 225,200	
Subtotal	\$ 167,457,677	\$ 101,353,892		\$ 33,152,075	\$ 68,201,817	737
IMPLEMENTATION TOTAL	\$ 167,457,677					
ANNUAL TOTAL	\$ 101,353,892					

***all fiscal estimates are based on assumptions pending DHS final rule

Appendix Charge #3

Appendix A

Discussion draft of Mutual Aid legislation

Appendix B

TDA Summary of June/July 2006 Road Inspections

David Kostron, Assistant Commissioner for Regulatory Programs, Texas Department of Agriculture (TDA), July 6, 2006, submitted as email attachment to the Senate Committee on Transportation and Homeland Security

Appendix C

The Health Alert Network and Implementation of SB 9

Glen Bason, Community Preparedness Section, Texas Department of State Health Services (DSHS), June 28, 2006, submitted as email attachment to the Senate Committee on Transportation and Homeland Security

Appendix D

Pages 38-39 of the Texas Homeland Security Strategic Plan

Governor Rick Perry, State of Texas, *The Texas Homeland Security Strategic Plan: 2005-2010*, p. 38-39

Appendix E

Letter from TCEQ to Water Sector Officials

Debbie Mamula Hastings, Homeland Security Coordinator, Texas Commission on Environmental Quality, Letter: Establishment of a TCEQ Toll Free Homeland Security Threat Reporting Number, February 15, 2006, (submitted as email attachment to Senate Committee on Transportation and Homeland Security, June 19, 2006)

Appendix F

Submission from Senator Gallegos on Public Building Mapping

Senator Mario Gallegos, Texas Senate, June 27, 2006, submitted as email attachment to the Senate Committee on Transportation and Homeland Security

Appendix A

Proposed Mutual Aid Legislation

The situation:

- Political subdivisions in Texas are threatened by wide-scale disasters, both natural and man-made, that may require assistance from other political subdivisions from across the state.
- Current approaches to establishing an interlocking system of mutual aid agreements lack provisions that:
 - Include all political subdivisions (e.g., emergency services districts, independent school districts, river authorities, municipal utility districts, etc.) that have resources to respond to requests for assistance;
 - Facilitate assistance to any area of the state by political subdivisions located in any other area of the state; and
 - Incorporate consistent language regarding reimbursement, insurance coverage and liability.
- Current statutes do not provide a basis for regional preparedness and response activities, including planning for sharing of resources during emergencies.

The proposal:

- This legislation would create a statewide Intrastate Disaster Mutual Aid System.
- This system would be implemented only in the event of an incident that resulted in a local disaster declaration by the jurisdiction requesting assistance.
- This system would supplement, not supersede, existing or future mutual aid agreements between political subdivisions.
- Assistance provided under this act would be provided in a manner that is consistent with the National Incident Management System.
- Parties providing assistance would retain supervisory control of, and responsibility for, their own personnel and equipment unless they agreed to transfer such control to the requesting political subdivision.
- Assistance provided under this act would be provided in accordance with a consistent set of guidelines regarding reimbursement, insurance coverage and liability.
- This system, if implemented, will have little or no fiscal impact upon the State of Texas except for those costs arising from disaster response.

This legislation is not intended to address the establishment of a state disaster contingency fund or any other funding mechanism, and is intended to address only those liability issues related to a mutual aid response initiated in accordance with provisions of this act. The liability provisions in this act are not applicable to either routine emergency response activities or emergency response activities conducted in accordance with other mutual aid agreements.

AN ACT relating to the establishment of an Intrastate Statewide Mutual Aid System in Texas.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Section 418.004, Government Code, is amended to read as follows:
§ 418.004. DEFINITIONS. In this chapter:

(1) "Disaster" means the occurrence or imminent threat of widespread or severe damage, injury, or loss of life or property resulting from any natural or man-made cause, including fire, flood, earthquake, wind, storm, wave action, oil spill or other water contamination, volcanic activity, epidemic, air contamination, blight, drought, infestation, explosion, riot, hostile military or paramilitary action, other public calamity requiring emergency action, or energy emergency.

(2) "Disaster District" means the regions of the state that form the basis for homeland security preparedness and response activities. The boundaries of these regions coincide with the boundaries of the Governor's state planning regions.

(3) "Disaster District Committee" means a committee composed of regional representatives of the agencies that are members of the State Emergency Management Council. The Director of the Department of Public Safety shall appoint a commanding officer from the Highway Patrol to serve as the Disaster District Committee Chair for each Disaster District.

(42) "Division" means the division of emergency management in the office of the governor.

(53) "Energy emergency" means a temporary statewide, regional, or local shortage of petroleum, natural gas, or liquid fuel energy supplies that makes emergency measures necessary to reduce demand or allocate supply.

(64) "Interjurisdictional agency" means a disaster agency maintained by and serving more than one political subdivision.

(75) "Organized volunteer group" means an organization such as the American National Red Cross, the Salvation Army, the Civil Air Patrol, the Radio Amateur Civil Emergency Services, a volunteer fire department, a volunteer rescue squad, or other similar organization recognized by federal or state statute, regulation, or memorandum.

(86) "Political subdivision" a county, or incorporated city, independent school district, emergency services district, joint board, or any other entity defined as a political subdivision by the Constitution or statutes of the State of Texas.

(97) "Temporary housing" has the meaning assigned by the Robert T. Stafford Disaster Relief and Emergency Assistance Act, Pub. L. No. 93-288, as amended.

(108) "Joint board" means a board created under Section 22.074, Transportation Code, whose constituent agencies are populous home-rule municipalities as defined by Section 22.071, Transportation Code.

(119) "Regional planning commission" means a regional planning commission, council of governments, or other regional planning agency created under Chapter 391, Local Government Code.

SECTION 2. Section 418.108, Government Code, is amended to read, as follows:

418.108(d) A declaration of local disaster activates the recovery and rehabilitation aspects of all applicable local or interjurisdictional emergency management plans and authorizes the requesting or furnishing of aid and assistance under the declaration,

including mutual aid requested under provisions of the Intrastate Disaster Mutual Aid System. The preparedness and response aspects of the plans are activated as provided in the plans.

SECTION 3: Section 418.013, Government Code, is amended by adding subsection (c) to read as follows:

Sec. 418.013. EMERGENCY MANAGEMENT COUNCIL.

(c) A Disaster District Committee consisting of representatives of the state agencies, boards, commissions, and organized volunteer groups having membership on the Council is established in each Disaster District. The role of the Disaster District Committee is to coordinate with political subdivisions within the district to ensure that state and federal assets, as well as out-of-district local government assets, are made available, as needed, to provide the most efficient and effective response possible to disasters and emergencies. The Highway Patrol commanding officer shall serve as chair of the Disaster District Committee and report to the director of the Office of Homeland Security on matters relating to disasters and emergencies. The Disaster District Committee chair shall be assisted by the Council representatives assigned to that district, who shall provide guidance, counsel, and administrative support as required. The Disaster District Committee chair shall keep the Director of the Department of Public Safety appraised on all matters as requested by the Director of the Department of Public Safety.

SECTION 4: Section 418.101, Government Code, is amended by adding subsection (c) to read as follows:

Sec. 418.101. ALL POLITICAL SUBDIVISIONS SERVED. (c) The mayor of each municipal corporation, the county judge of each county, and the chief administrative officer of a joint board in the state is designated as the Emergency Management Director for each such political subdivision in accordance with Sections 418.102, 418.103, and 418.105. These mayors and county judges shall serve as the Governor's designated agents in the administration and supervision of this Act, and may exercise the powers, on an appropriate local scale, granted the Governor herein. Each mayor and county judge may designate an Emergency Management Coordinator who shall serve as assistant to the presiding officer of the political subdivision for emergency management purposes when so designated.

SECTION 5: Section 418.104, Government Code, is amended to read as follows:

418.104. INTERJURISDICTIONAL PROGRAMS. (a) The governor may recommend that a political subdivision establish and maintain a program and form an interjurisdictional agency jointly with one or more other political subdivisions if the governor finds that the establishment and maintenance of a joint program or participation in it is made necessary by circumstances or conditions that make it unusually difficult to provide disaster mitigation, preparedness, response, or recovery services under other provisions of this chapter.

(b) The political subdivisions within each Disaster District shall jointly agree upon procedures that specify how Mutual Aid will be provided in response to requests from political subdivisions within the Disaster District, from political subdivisions in other disaster districts and from the state. Copies of these procedures shall be provided to the division and the Disaster District Committee Chair.

SECTION 6: Section 418.109, Government Code, is amended to read as follows:

Sec. 418.109. MUTUAL AID. ~~(a) The division shall encourage and assist political subdivisions not participating in interjurisdictional arrangements under this chapter to make suitable arrangements for furnishing mutual aid in coping with disasters. The arrangements must include provision of aid by public employees and agencies~~

~~(b) In reviewing local emergency management plans, the division shall consider whether a plan contains adequate provisions for the rendering and receipt of mutual aid~~

~~(c) In reviewing local and interjurisdictional emergency management plans, the division may require mutual aid agreements between political subdivisions if it determines that the political subdivisions have available equipment, supplies, and forces necessary to provide mutual aid on a regional basis and that the political subdivisions have not already made adequate provisions for mutual aid~~

~~(d)~~

(a) A municipality, county, emergency services district, other political subdivision of the state, fire protection agency, organized volunteer group, or other emergency services entity may provide mutual aid assistance on request from another municipality, county, emergency services district, other political subdivision of the state, fire protection agency, organized volunteer group, or other emergency services entity. The chief or highest ranking officer of the entity from which assistance is requested, with the approval and consent of the presiding officer of the governing body of that entity or his or her designee, may provide that assistance while acting in accordance with the policies, ordinances, and procedures established by the governing body of that entity and consistent with any mutual aid plans developed by the emergency management council.

(b) INTRASTATE DISASTER MUTUAL AID SYSTEM:

(1) All political subdivisions within the state are a part of the Statewide Intrastate Mutual Aid System ("the system") and all requests for mutual aid are considered to be made under this system unless the requesting and assisting political subdivisions are parties to an existing mutual aid agreement, in which case that agreement will prevail.

(2) The system shall provide for mutual assistance among the participating political subdivisions in the prevention of, response to, and recovery from, any disaster that results in a formal state of emergency in a participating political subdivision, subject to that participating political subdivision's criteria for declaration.

(3) The system shall provide for mutual cooperation among the participating political subdivisions in conducting disaster related exercises, testing or other training activities outside actual declared emergency periods.

(4) Participation in the system does not preclude participating political subdivisions from entering into supplementary agreements with other political subdivisions and does not affect any other agreement to which a political subdivision may currently be a party to, or decide to be a party to.

(5) ADMINISTRATIVE AGENCY. The division shall serve as the Administrative Agency of this system.

(6) POINT OF CONTACT DESIGNATION. Each political subdivision shall provide the division and the Disaster District Committee Chair with a written protocol by which its designated Points of Contact may be contacted twenty-four hours a day, seven days a week. This protocol shall designate, by name or position, the

- person or persons authorized to request or respond to a request for Mutual Aid on behalf of a political subdivision and shall include at least two alternate means of contacting the political subdivision's Point(s) of Contact. Each political subdivision must notify the division and the Disaster District Committee Chair in writing of any change in its Point of Contact protocol as soon as practicable.
- (7) MUTUAL AID PLANS. Representatives of statewide associations of emergency response personnel may develop mutual aid plans that provide for coordinated provision of mutual aid by their members. Such plans shall be consistent with the state emergency management plan
- (8) INITIATION OF REQUEST. A request under this Act may be made by a Point of Contact after one of the following occurs:
- (a) A declaration of a local state of Disaster pursuant to Section 418.108;
 - (b) A finding of a state of Civil Emergency; or
 - (c) The occurrence or imminent threat of an emergency such that local capabilities are or are predicted to be exceeded.
- (9) The provision of Mutual Aid under this Act shall continue, whether or not the local Disaster declaration or state of Civil Emergency is still active, until the services of the Assisting Political Subdivision are no longer required.
- (10) PROCEDURES FOR REQUESTS AND PROVISION OF MUTUAL AID. A Point of Contact may request Mutual Aid assistance by: (1) submitting a written Request for Assistance to a Point of Contact of an Assisting Political Subdivision, (2) orally communicating a request for Mutual Aid assistance to a Point of Contact of an Assisting Political Subdivision, which shall be followed by a written request, or (3) by submitting a request, either written or orally, to the Disaster District Committee Chair. Mutual Aid shall not be requested by a political subdivision unless it is directly related to the Disaster or Emergency and resources available from the normal responding agencies to the stricken area are deemed to be inadequate, or are predicted to be expended prior to resolution of the situation. All requests for Mutual Aid must be transmitted by a Point of Contact of the Requesting Political Subdivision to a Point of Contact of the Assisting Political Subdivision or to the Disaster District Committee Chair.
- (11) ASSESSMENT OF AVAILABILITY OF RESOURCES AND ABILITY TO RENDER ASSISTANCE. When contacted by a Requesting Political Subdivision, a Point of Contact of the Political Subdivision from which aid is requested shall assess local resources to determine availability of personnel, equipment and other assistance to respond to the request. All Parties shall render assistance to the extent personnel, equipment and resources are deemed available. No Political Subdivision shall be required to provide Mutual Aid unless it determines in its sole discretion that it has sufficient resources to do so based on current or anticipated events within its own jurisdiction.
- (12) SUPERVISION AND CONTROL: When providing assistance under the terms of this Act, the personnel, equipment, and resources of any Assisting Political Subdivision shall be under the operational control of the Requesting Political Subdivision, the response effort to which shall be organized and functioning in accordance with the guidelines outlined in the National Incident Management System. Direct supervision and control of personnel, equipment and resources and personnel accountability shall remain with the designated supervisory personnel of the Assisting Political Subdivision. Emergency Medical Services

organizations providing assistance under this Act shall utilize the medical protocols authorized by their medical director. The designated supervisory personnel of the Assisting Political Subdivision shall: maintain daily personnel time records, material records, and a log of equipment hours; be responsible for the operation and maintenance of the equipment and other resources furnished by the Assisting Political Subdivision; and shall report work progress to the Requesting Political Subdivision. The Assisting Political Subdivision's personnel and other resources shall remain subject to recall by the Assisting Political Subdivision at any time, subject to reasonable notice to the Requesting Political Subdivision.

(13) FOOD, HOUSING, AND SELF-SUFFICIENCY: Subject to Subsection 20, the Requesting Political Subdivision shall have the responsibility of providing food and housing for the personnel of the Assisting Political Subdivision from the time of their arrival at the designated location to the time of their departure. However, Assisting Political Subdivision personnel and equipment should be, to the greatest extent possible, self-sufficient while working in the Emergency or Disaster area. The Requesting Political Subdivision may specify only self-sufficient personnel and resources in its request for assistance.

(14) COMMUNICATIONS: Unless specifically instructed otherwise, the Requesting Political Subdivision shall have the responsibility for coordinating communications between the personnel of the Assisting Political Subdivision and the Requesting Political Subdivision. Assisting Political Subdivision personnel should be prepared to furnish their own communications equipment sufficient only to maintain communications among their respective operating units, if such is practicable.

(15) RIGHTS AND PRIVILEGES: Personnel who are assigned, designated or ordered by their organization's governing body to perform duties pursuant to this Act shall continue to receive the same wages, salary, pension, and other compensation and benefits for the performance of such duties, including injury or death benefits, disability payments, and workers' compensation benefits, as though the service had been rendered within the limits of the jurisdiction where the personnel are regularly employed.

(16) LICENSE, CERTIFICATE AND PERMIT PORTABILITY If a person or entity holds a license, certificate or other permit issued by a participating political subdivision of the state evidencing qualification in a professional, mechanical or other skill and the assistance of that person or entity is requested by a participating political subdivision, the person or entity shall be deemed to be licensed, certified or permitted in the political subdivision requesting assistance for the duration of the declared emergency or authorized drills or exercises and subject to any limitations and conditions the chief executive of the participating political subdivision receiving the assistance may prescribe by executive order or otherwise.

(17) COSTS. The division shall administer all requests for reimbursement for mutual aid assistance provided in under the system for incidents that result in the issuance of a disaster declaration by the President of the United States, but shall not be responsible for administering requests for assistance for other events or for mutual aid provided under provisions of other mutual aid agreements between jurisdictions.

- (a) Such requests for reimbursement shall be in accordance with procedures developed by the division.
- (b) The division may directly request the provision of Mutual Aid from any political subdivision participating in the system. In such cases, all costs associated with the provision of Mutual Aid, including but not limited to compensation for personnel; operation and maintenance of equipment; damage to equipment; medical expenses; and food, lodging and transportation expenses shall be paid for by the Assisting Political Subdivision and reimbursed by the state at actual cost. Such costs and reimbursements shall be paid from current funds of the state. In the event federal funds are available for costs associated with the provision of Mutual Aid in response to a direct request by the state, the state shall make the claim for the eligible costs of the Assisting Political Subdivision on its grant application and shall disburse the federal share of funds to the Assisting Political Subdivision along with sufficient state funds to cover the actual costs incurred by the Assisting Political Subdivision in providing the assistance.
- (c) If a request is made outside the provisions of Subsection (b), all costs associated with the provision of Mutual Aid, including but not limited to compensation for personnel; operation and maintenance of equipment; damage to equipment; medical expenses, and food, lodging and transportation expenses shall be paid for by the Assisting Political Subdivision and reimbursed by the Requesting Political Subdivision at actual cost. Such costs and reimbursements shall be paid from current funds of the respective political subdivision. In the event federal funds are available for costs associated with the provision of Mutual Aid, the Requesting Political Subdivision shall make the claim for the eligible costs of the Assisting Political Subdivision on its subgrant application and shall disburse the federal share of funds to the Assisting Political Subdivision.
- (d) The Assisting Political Subdivision may assume in whole or in part any costs associated with the provision of Mutual Aid or may loan or donate equipment or services to the state or a Requesting Political Subdivision without charge or cost.
- (18) WAIVER OF CLAIMS AGAINST PARTIES; IMMUNITY RETAINED. Pursuant to §§ 421.062-Liability Under Interlocal Contract and 791.006-Liability in Fire Protection Contract or Provision of Law Enforcement Services, Texas Government Code, the political subdivision furnishing services under this act is not responsible for any civil liability that arises from the furnishing of those services.
- (a) The furnishing of assistance under this act by a political subdivision owning a public power utility and involving the use of public power utility personnel or equipment ("Utility Assisting Political Subdivision") shall be deemed to be the furnishing of a service "related to a homeland security activity" within the ambit of § 421.062, Texas Government Code. A Requesting Political Subdivision shall make no claim of any kind against a Utility Assisting Political Subdivision based on an assertion that services were rendered in a proprietary capacity or that the actions of a Utility Assisting Political Subdivision constituted proprietary activities. If the furnishing of services by a Utility Assisting Political Subdivision ever is held not "related to a homeland

security activity” within the ambit of § 421.062, the Requesting Political Subdivision assumes all risk of and responsibility for any claims against the Utility Assisting Political Subdivision that arise out of the Utility Assisting Political Subdivision’s furnishing of assistance under this Act.

(b) No political subdivision waives or relinquishes any immunity or defense on behalf of itself, its governing body, officers, employees and agents as a result of the foregoing sentence.

(19) EXPENDING FUNDS. Each political subdivision that performs services or furnishes aid pursuant to this chapter shall do so with funds available from current revenues of the political subdivision. No political subdivision shall have any liability for the failure to expend funds to provide aid hereunder.

(c) Severability: Should a court of competent jurisdiction rule any portion, section or subsection of this legislation invalid or nullified, that fact shall not affect or invalidate any other portion, section or subsection; and all remaining portions, sections or subsections shall remain in full force and effect.

SECTION 7. The importance of this legislation and the crowded condition of the calendars in both houses create an emergency and an imperative public necessity that the constitutional rule requiring bills to be read on three several days in each house be suspended, and this rule is hereby suspended, and that this Act take effect and be in force from and after its passage, and it is so enacted.

DISCUSSION DRAFT ONLY

Appendix B

Pest Management Consultants & Diagnostics

2006 - 1st 72h Inspection Performed from June 13 - 15
Interstate 10 Westbound @ Anahuac, TX

Date & Day	Time	Number of Trucks Inspected	Shipments Passed	Shipments Rejected	Destination Inspections	Shipments in Transit	Total Number of Trucks with Regulated Items
6/13/2006 Tuesday	1:00 AM	112	0	0	0	0	0
	2:00 AM	107	1	0	0	0	1
	3:00 AM	102	0	0	0	0	0
	4:00 AM	115	0	1	0	0	1
	5:00 AM	124	0	0	0	0	0
	6:00 AM	153	0	0	0	0	0
	7:00 AM	195	0	0	0	0	0
	8:00 AM	239	0	0	0	0	0
	9:00 AM	256	1	0	0	0	1
	10:00 AM	261	1	0	0	0	1
	11:00 AM	281	1	0	0	0	1
	NOON	276	0	0	0	0	0
	1:00 PM	305	1	0	0	0	1
	2:00 PM	315	0	0	0	0	0
	3:00 PM	325	1	0	0	0	1
	4:00 PM	270	0	0	0	0	0
	5:00 PM	127	0	0	0	0	0
	6:00 PM	305	0	0	0	0	0
	7:00 PM	215	0	0	0	0	0
	8:00 PM	259	0	0	0	0	0
	9:00 PM	265	0	0	0	0	0
	10:00 PM	205	0	0	0	0	0
11:00 PM	210	1	0	0	0	1	
Midnight	155	0	0	0	0	0	
Total 1st 24 hrs		5177	7	1	0	0	8

Rain
Rain

Pest Management Consultants & Diagnostics

2006 - 1st 72h Inspection Performed from June 13 - 15
Interstate 10 Westbound @ Anahuac, TX

Date & Day	Time	Number of Trucks Inspected	Shipments Passed	Shipments Rejected	Destination Inspections	Shipments in Transit	Total Number of Trucks with Regulated Items
6/14/2006 Wednesday Rain	1:00 AM	163	0	0	0	0	0
	2:00 AM	123	0	1	0	0	1
	3:00 AM	126	0	0	0	0	0
	4:00 AM	140	0	0	0	0	0
	5:00 AM	141	0	0	0	0	0
	6:00 AM	192	0	0	0	0	0
	7:00 AM	238	0	0	0	0	0
	8:00 AM	298	1	0	0	0	0
	9:00 AM	304	2	0	0	0	1
	10:00 AM	295	1	0	0	0	2
	11:00 AM	286	1	0	0	0	1
	NOON	323	0	0	0	0	1
	1:00 PM	313	2	1	0	0	1
	2:00 PM	335	0	0	0	0	2
	3:00 PM	300	0	0	0	0	0
	4:00 PM	307	0	0	0	0	0
	5:00 PM	294	1	0	0	0	1
	6:00 PM	279	0	0	0	0	0
	7:00 PM	264	0	0	0	0	0
	8:00 PM	247	1	0	0	0	1
	9:00 PM	236	0	0	0	0	0
	10:00 PM	233	0	0	0	0	0
	11:00 PM	179	0	0	0	0	0
	Midnight	184	1	1	1	0	0
Total 2nd 24 hrs		5800	10	3	0	0	13

Summary

Total 1st 24 hrs	5177	7	1	0	0	0	8
Total 2nd 24 hrs	5800	10	3	0	0	0	13
Total 3rd 24 hrs	5859	8	4	0	0	1	13
72hr Grand Total	16836	25	8	0	0	1	34
Truck traffic/minute	3 8/9						
% of trucks with regulated items	0.20						
% of trucks passed	73.53						
% of trucks rejected	23.53						
% of trucks in transit	2.94						

Pest Management Consultants & Diagnostics

2006 - 2nd 72h Inspection Performed from June 27 - 29
Interstate 10 Westbound @ Anahuac, TX

Date & Day	Time	Number of Trucks Inspected	Shipments Passed	Shipments Rejected	Destination Inspections	Shipments in Transit	Total Number of Trucks with Regulated Items
6/27/2006 Tuesday	1:00 AM	154	0	0	0	0	0
	2:00 AM	106	0	0	0	0	0
	3:00 AM	108	1	1	0	0	2
	4:00 AM	129	0	1	0	0	1
	5:00 AM	99	0	0	0	0	0
	6:00 AM	179	0	0	0	0	0
	7:00 AM	185	0	0	0	0	0
	8:00 AM	234	0	0	0	0	0
	9:00 AM	293	0	0	0	0	0
	10:00 AM	324	0	0	0	0	0
	11:00 AM	351	0	0	0	0	0
	NOON	314	0	0	0	0	0
	1:00 PM	391	0	0	0	0	0
	2:00 PM	323	0	0	0	0	0
	3:00 PM	340	1	0	0	0	1
	4:00 PM	397	0	0	0	0	0
	5:00 PM	343	0	0	0	0	0
	6:00 PM	326	0	0	1	0	1
	7:00 PM	330	0	0	0	0	0
	8:00 PM	289	1	1	1	0	2
	9:00 PM	250	0	0	1	0	1
	10:00 PM	256	0	0	0	0	0
	11:00 PM	208	0	0	0	0	0
	Midnight	156	0	0	0	0	0
Total 1st 24 hrs		6085	3	5	0	0	8

Pest Management Consultants & Diagnostics

2006 - 2nd 72h Inspection Performed from June 27 - 29
Interstate 10 Westbound @ Anahuac, TX

Date & Day	Time	Number of Trucks Inspected	Shipments Passed	Shipments Rejected	Destination Inspections	Shipments in Transit	Total Number of Trucks with Regulated Items
6/28/2006 Wednesday Rain	1:00 AM	152	0	0	0	0	0
	2:00 AM	124	0	0	0	0	0
	3:00 AM	106	0	0	0	0	0
	4:00 AM	152	1	0	0	0	1
	5:00 AM	134	0	0	0	0	0
	6:00 AM	200	0	0	0	0	0
	7:00 AM	202	0	1	0	0	1
	8:00 AM	244	0	0	0	0	0
	9:00 AM	237	0	1	0	1	2
	10:00 AM	305	0	0	0	0	0
	11:00 AM	374	0	1	0	0	1
	NOON	323	0	0	0	0	0
	1:00 PM	378	1	0	0	0	0
	2:00 PM	344	0	0	0	1	2
	3:00 PM	408	1	0	0	0	0
	4:00 PM	508	1	0	0	0	1
	5:00 PM	350	0	0	0	0	0
	6:00 PM	352	0	1	0	0	1
	7:00 PM	290	2	0	0	0	2
	8:00 PM	321	0	0	0	0	0
9:00 PM	282	0	0	0	0	0	
10:00 PM	227	0	0	0	0	0	
11:00 PM	184	0	0	0	0	0	
Midnight	194	0	0	0	0	0	
Total 2nd 24 hrs		6391	6	4	0	2	12

Pest Management Consultants & Diagnostics

2006 - 2nd 72h Inspection Performed from June 27 - 29
Interstate 10 Westbound @ Anahuac, TX

Date & Day	Time	Number of Trucks Inspected	Shipments Passed	Shipments Rejected	Destination Inspections	Shipments in Transit	Total Number of Trucks with Regulated Items
6/29/2006 Thursday	1:00 AM	136	0	1	0	0	1
	2:00 AM	152	0	2	0	0	2
	3:00 AM	154	0	0	0	0	0
	4:00 AM	113	0	1	0	0	1
	5:00 AM	143	0	1	0	0	1
	6:00 AM	197	0	1	0	0	1
	7:00 AM	233	0	0	0	0	0
	8:00 AM	225	0	1	0	0	1
	9:00 AM	310	1	0	0	0	1
	10:00 AM	442	0	0	0	0	0
	11:00 AM	338	1	0	0	0	1
	NOON	425	0	0	0	0	0
	1:00 PM	372	1	0	0	0	1
	2:00 PM	460	0	1	0	0	1
	3:00 PM	437	0	0	0	0	0
	4:00 PM	367	0	0	1	0	1
	5:00 PM	348	0	0	0	0	0
	6:00 PM	332	2	0	0	0	0
	7:00 PM	279	1	0	0	0	0
	8:00 PM	335	0	1	0	0	1
	9:00 PM	273	2	0	0	0	0
	10:00 PM	200	0	0	0	0	0
	11:00 PM	214	0	0	0	0	0
	Midnight	156	1	0	0	0	1
Total 3rd 24 hrs		6641	9	10	0	0	19

Summary

Total 1st 24 hrs	6085	3	5	0	0	8
Total 2nd 24 hrs	6391	6	4	0	0	12
Total 3rd 24 hrs	6641	9	10	0	0	19
72hr Grand Total	19117	18	19	0	0	39
Truck traffic/minute	4 3/7					
% of trucks with regulated items	0.20					
% of trucks passed	46.15					
% of trucks rejected	48.72					
% of trucks in transit	5.13					

Pest Management Consultants & Diagnostics

2006 - 72 hour Inspection Performed from June 20-22
 Interstate 30 Westbound @ Mt. Pleasant, TX
 First 24 hrs

Date & Day	Time	Number of Trucks Inspected	Shipments Passed	Shipments Rejected	Destination Inspections	Shipments in Transit	Total Number of Trucks with Regulated Items
6/20/2006 Tuesday	1:00 AM	91	0	0	0	0	0
	2:00 AM	96	0	0	0	0	0
	3:00 AM	117	0	0	0	0	0
	4:00 AM	119	0	0	0	0	0
	5:00 AM	126	0	0	0	0	0
	6:00 AM	154	0	0	0	0	0
	7:00 AM	158	0	0	0	0	0
	8:00 AM	169	0	0	0	0	0
	9:00 AM	198	0	0	0	0	0
	10:00 AM	206	0	0	0	0	0
	11:00 AM	231	0	0	0	0	0
	NOON	243	0	0	0	0	0
	1:00 PM	234	0	0	0	0	0
	2:00 PM	206	0	0	0	0	0
	3:00 PM	250	0	0	0	0	0
	4:00 PM	220	0	0	0	0	0
	5:00 PM	216	0	0	0	0	0
	6:00 PM	230	0	0	0	0	0
	7:00 PM	250	0	0	0	0	0
	8:00 PM	197	0	0	0	0	0
	9:00 PM	242	0	0	0	0	0
	10:00 PM	230	0	0	0	0	0
	11:00 PM	208	0	0	0	0	0
	Midnight	145	0	0	0	0	0
Total 1st 24 hrs		4536	0	0	0	0	0

**2006 - 72 hour Inspection Performed from June 20-22
 Interstate 30 Westbound @ Mt. Pleasant, TX
 Second 24 hrs**

Date & Day	Time	Number of Trucks Inspected	Shipments Passed	Shipments Rejected	Destination Inspections	Shipments in Transit	Total Number of Trucks with Regulated Items
6/21/2006 Wednesday	1:00 AM	120	0	0	0	0	0
	2:00 AM	130	0	0	0	0	0
	3:00 AM	161	0	0	0	0	0
	4:00 AM	154	0	0	0	0	0
	5:00 AM	173	0	0	0	0	0
	6:00 AM	151	0	0	0	0	0
	7:00 AM	188	0	0	0	0	0
	8:00 AM	239	0	0	0	0	0
	9:00 AM	245	0	0	0	0	0
	10:00 AM	270	0	0	0	0	0
	11:00 AM	301	0	0	0	0	0
	NOON	262	0	0	0	0	0
	1:00 PM	256	0	0	0	0	0
	2:00 AM	252	0	0	0	0	0
	3:00 PM	256	0	0	0	0	0
	4:00 PM	215	0	0	0	0	0
	5:00 PM	273	0	0	0	0	0
	6:00 PM	263	0	0	0	0	0
	7:00 PM	234	0	0	0	0	0
	8:00 PM	252	0	0	0	0	0
	9:00 PM	210	0	0	0	0	0
	10:00 PM	272	0	0	0	0	0
	11:00 PM	204	0	0	0	0	0
	Midnight	159	0	0	0	0	0
Total 2nd 24 hrs		5240	0	0	0	0	0

**2006 - 72 hour Inspection Performed from June 20-22
 Interstate 30 Westbound @ Mt. Pleasant, TX
 Third 24 hrs**

Date & Day	Time	Number of Trucks Inspected	Shipments Passed	Shipments Rejected	Destination Inspections	Shipments in Transit	Total Number of Trucks with Regulated Items
6/22/2006 Thursday	1:00 AM	147	0	0	0	0	0
	2:00 AM	134	0	0	0	0	0
	3:00 AM	135	0	0	0	0	0
	4:00 AM	140	0	0	0	0	0
	5:00 AM	177	0	0	0	0	0
	6:00 AM	170	0	0	0	0	0
	7:00 AM	193	0	0	0	0	0
	8:00 AM	226	0	0	0	0	0
	9:00 AM	246	0	0	0	0	0
	10:00 AM	268	0	0	0	0	0
	11:00 AM	288	0	0	0	0	0
	NOON	317	0	0	0	0	0
	1:00 PM	293	0	0	0	0	0
	2:00 AM	275	0	0	0	0	0
	3:00 PM	216	0	0	0	0	0
	4:00 PM	281	0	0	0	0	0
	5:00 PM	272	0	0	0	0	0
	6:00 PM	256	0	0	0	0	0
	7:00 PM	275	0	0	0	0	0
	8:00 PM	292	0	0	0	0	0
	9:00 PM	246	0	0	0	0	0
	10:00 PM	264	0	0	0	0	0
	11:00 PM	228	0	0	0	0	0
	Midnight	206	0	0	0	0	0
Total 3rd 24 hrs		5545	0	0	0	0	0
Total 1st 24 hrs		4536	0	0	0	0	0

Total 2nd 24 hrs
Total 3rd 24 hrs
72hr Grand Total

5240	0	0	0	0	0	0
5545	0	0	0	0	0	0
15321	0	0	0	0	0	0

Appendix C

DRAFT



The Health Alert Network (HAN) and Implementation of SB 9

Background

The Health Alert Network (HAN) is a nationwide initiative led by the Centers for Disease Control and Prevention (CDC). The goal is to ensure that all local and state health departments have access to the technology needed for rapid communications, disease reporting, and the dissemination of preparedness education and training. A combination of federal and state funding has enabled this vision to become a reality in Texas.

The Texas HAN is a joint collaboration between the Texas Department of Health (TDH) and the Texas Association of Local Health Officials (TALHO). Internet connectivity has been expanded to all of the TDH regional sub-offices. TALHO developed a secure high-speed network that connects 65 local health departments throughout the state. Together, TDH and TALHO operate a seamless system that can be accessed on a 24-hour, 7 days per week basis.

The HAN includes a number of data and communication tools, including a database of key health contacts and a system for rapidly disseminating health alerts. The HAN infrastructure enables distance education and training to be provided through a variety of technologies, such as satellite broadcasts, webcasts, interactive videoconferences, and on-line courses. Ultimately, the HAN infrastructure will also be used for active and passive disease reporting and surveillance at the local, state, and national levels.

Senate Bill 9 Implementation

Senate Bill 9, which was adopted by the 79th Texas Legislature, requires DSHS to include TALHO, along with the Texas Association of Community Health Centers (TACHC) and the Texas Organization of Rural and Community Hospitals (TORCH) in the Health Alert Network system. This effort was to broaden the HAN system to include additional partners so to create a more complete and effective tool for rapid and broad alerts about disease notification and reporting throughout Texas.

HAN Progress

In July 2003, the DSHS HAN and TALHO created a physical connection between their respective networks that enhanced the availability of critical services of the HAN. In addition to a physical network connection, DSHS and TALHO members began sharing a web-based application that enabled Health Alert information to be received by over 6,500 public health contacts and facilitated electronic disease reporting by 64 local health departments.

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By July 2004, DSHS contracts were established with TORCH and TACHC to begin enhancing their perspective networks to support a connection to the DSHS HAN. In October 2005, DSHS HAN staff began working directly with the TACHC and TORCH organizations to establish a crosslink between the DSHS HAN network and their member networks respectively, to allow for essential HAN functions such as:

- Rapid notification of emerging health issues;
- Electronic disease reporting; and
- Electronic disease surveillance.

For 2006, all negotiations with TORCH and TACHC have been completed; all necessary equipment has been purchased, delivered and installed. Testing will commence in July and the crosslink is expected to be fully functional by August 31. Efforts to educate TACHC and TORCH members on services offered through the DSHS HAN, as well as how to access additional HAN services, are underway at this time.

For additional information, contact: Glen Bason, Community Preparedness Section, (512) 458-7111 ext. 6816 or glen.bason@dshs.state.tx.us

Appendix D

1. STRATEGIC OBJECTIVE 3.1: ACHIEVE STATEWIDE RADIO INTEROPERABILITY IN TEXAS.

PRIORITY ACTIONS:

3.1.1. Establish a statewide network of interoperable radio systems by January 2007.

3.1.2. Ensure all future radio system acquisitions are interoperable and in compliance with the Texas Radio Communications Interoperability Plan.

3.1.3. Test the efficacy of interoperable radio systems as part of the statewide all-hazards exercise program.

3.1.4. Ensure redundant communications capabilities in the event of a disaster.

a. As the terrorist attacks of September 11 clearly demonstrated, first responders must have real-time radio communications across disciplines and jurisdictions. Obstacles to radio communications interoperability have vexed the first responder community for several decades. Radio interoperability in Texas is particularly challenging because of its size and its geographic and demographic diversity.

b. The Texas Radio Communications Interoperability Plan serves as a roadmap to achieve a level of interoperability that will allow fire fighters, emergency medical responders, police officers, deputy sheriffs and state troopers to go anywhere in the state and have immediate radio communications with each other using their own equipment on established channels. This level of interoperability is called level-four interoperability. Texas has built its Interoperability Plan in a manner that is aligned with SAFECOM, the DHS umbrella program that oversees all initiatives and projects pertaining to public safety communications and interoperability. Texas has adopted SAFECOM standards as a tool to measure the level of interoperability on public radio communications channels across the State.

c. Texas will employ a network approach using the demonstrated leadership at local and regional levels through the Texas Councils of Governments (COGs) and adherence to DHS technical requirements for wireless public safety communications and interoperability. This plan leverages existing radio systems rather than the costly replacement of the existing public safety radio infrastructure in Texas.

d. Regions have developed strategies to achieve level-four radio communications interoperability, which has been validated and approved by a statewide Technical Advisory Group (TAG) for radio interoperability. Regions have been provided two funding cycles to achieve level-four radio interoperability and their progress will be tracked.

e. In addition to interoperable radio systems, all regions must plan for redundant communications. In the event of a catastrophic event, the radio and other communication systems may be damaged or incapacitated. Alternate communication capabilities must be available, specifically satellite communications for first responders.

2. STRATEGIC OBJECTIVE 3.2: IMPLEMENT THE NATIONAL INCIDENT MANAGEMENT SYSTEMS (NIMS) AS THE STATE STANDARD INCIDENT COMMAND SYSTEM FOR DEALING WITH ALL HAZARDS.

PRIORITY ACTIONS:

3.2.1. Fully implement NIMS throughout the state by providing guidance, coordination and training opportunities to state agencies and to regional and local jurisdictions.

3.2.2. Adopt and train with a statewide software standard for incident management in all incident command centers.

a. Natural and manmade disasters usually do not affect just one community; rather, they affect entire regions and sometimes several states. It is important that planning, communications equipment, management systems, and training are compatible across jurisdictions whether they are counties, regions, states, or federal in order to respond to large-scale disasters. The National Incident Management System (NIMS) unifies and institutionalizes a system of preparedness and response across the state and nation.

b. This system is the nationally accepted framework for preparing for and responding to hazards, regardless of size or complexity. NIMS is a comprehensive, national approach to incident management that is applicable at all jurisdictional levels and across functional disciplines. NIMS allows local officials in jurisdictions across the nation to use common terminology and command structures, and share resources when responding to a hazard. NIMS is comprised of several components, including command and management, preparedness, resource management, communications and information management, supporting technologies, and ongoing management and maintenance. NIMS incorporates common systems for Incident Command, Multi-Agency Coordination, and Public Information.

c. The President has directed all Federal departments and agencies to adopt the National Incident Management System (NIMS), and to use it in domestic incident management. Governor Perry has by executive order designated NIMS as the state standard to ensure an optimum, interlocking regional response system. A system is in place to track the progress of NIMS implementation in all jurisdictions in Texas. With stakeholder input, the State will select a standardized incident management software application to support unified incident management.

Appendix E

February 15, 2006

Subject: Establishment of a TCEQ Toll Free Homeland Security Threat Reporting Number

Dear Water Sector Official:

A toll-free reporting number has been established to contact the Texas Commission on Environmental Quality (TCEQ) if your water system has been impacted by an act that threatens the ability of the system to provide safe and adequate service. This number is being used in response to Senate Bill 9, passed by the 79th Regular Session of the Texas Legislature in 2005, which requires public water supply and wastewater systems to maintain procedures to contact the TCEQ under certain circumstances.

Section 341.033 of the Health and Safety Code was amended by adding Subsection (i) to read as follows:

- (i) An owner, agent, manager, operator, or other person in charge of a public water supply system that furnishes water for public or private use or a wastewater system that provides wastewater services for public or private use shall maintain internal procedures to notify the commission immediately of the following events, if the event may negatively impact the production or delivery of safe and adequate drinking water:
 - (1) an unusual or unexplained unauthorized entry at property of the public water supply or wastewater system;
 - (2) an act of terrorism against the public water supply or wastewater system;
 - (3) an unauthorized attempt to probe for or gain access to proprietary information that supports the key activities of the public water supply or wastewater system;
 - (4) a theft of property that supports the key activities of the public water supply or wastewater system; or
 - (5) a natural disaster, accident, or act that results in damage to the public water supply or wastewater system.

In the event that your public water supply or wastewater system is impacted by a threat as noted above, you may utilize a 24-hour toll-free number, **1-888-777-3186**, when contacting the TCEQ.

If you have any questions or need more information, please call 512/239-4691 for water supply questions or 512/239-4671 for wastewater questions. Thank you for your continued partnership in ensuring safe water for the state of Texas.

Sincerely,

Debbie Mamula Hastings
Homeland Security Coordinator

Appendix F

Senator Mario Gallegos

**Statement to Senate Committee on Transportation and Homeland Security
Interim Charge #3**

That state of Texas must establish and operate a statewide public building mapping information system for the purpose of storing information related to public buildings in an electronic format that will be readily accessible to first responders in the event of an emergency. During emergencies, first responders need information about facilities and critical infrastructure so they can take action quickly and safely to save lives. Unfortunately, this information is not always available. First responders in other states, however, have realized the importance of having such vital information at their disposal when answering emergency calls.

I filed Senate Bill 1762, 79th Regular Session, to give first responders a valuable tool for emergency crisis management. This critical infrastructure information would assist fire and police personnel in the execution of tactical response plans and enhance public safety. This legislation was left pending in the House Calendars Committee.

Senate Bill 1762, 79th Reg., set out specific parameters of information that the system should contain; the designation of the Texas Building and Procurement Commission to administer and oversee the system; the establishment of a working group to provide guidance and oversight of the system; a specific exemption of the system from public disclosure laws to keep critical infrastructure details out of the wrong hands; and the authorization for voluntary participation in the system by private, tribal, or federal building, though not at state expense.

I strongly support the establishment and operation of a statewide public building and mapping information system to assist first responders in the event of an emergency and to enhance public safety. The time has come for such a critical public safety system.

Appendix Charge #4

Appendix A

Aerial photo of Tower 55, from Tower 55 Reliever Study Public Meeting Announcement, June 26 - 27, 2006, Downloaded on July 9, 2006 from:

http://www.nctcog.org/trans/outreach/meetings/2006/June06/Tower55%20Public%20Meetings_JLH-0606.pdf

Appendix B

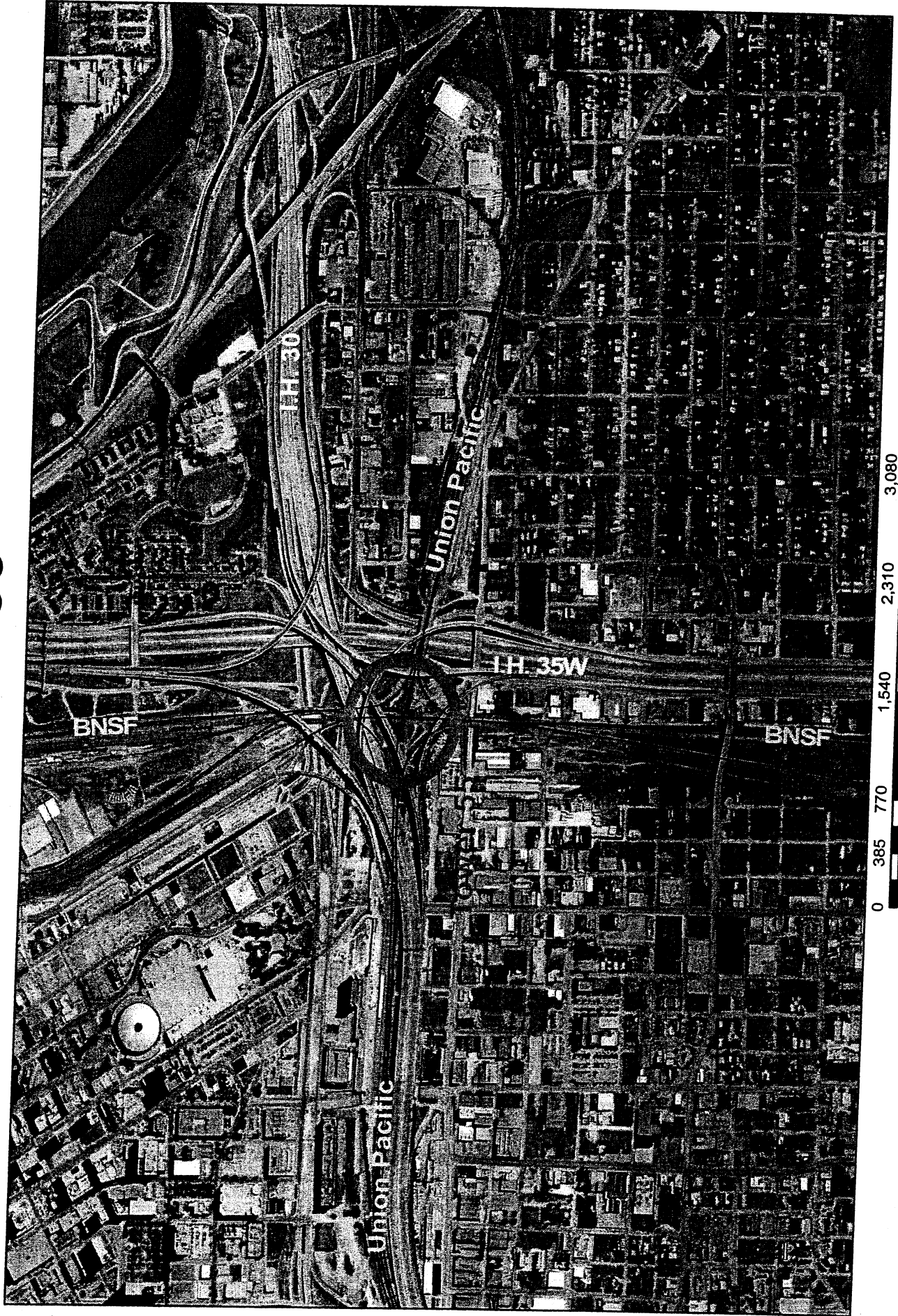
Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments regarding TTC-35 Rail/Tower 55, June 13, 2006, testimony to the Senate Transportation on Homeland Security Committee

Appendix C

Michael Morris, P.E., Director of Transportation, North Central Texas Council of Governments, August 18, 2006, Tower 55 Solution Development Plan, Submitted as "Attachment 2" of the Memo to North Central Texas Congressional Delegation and North Central Texas Legislative Delegation, Subject: Tower 55 Freight Rail Crossing Progress Report

Appendix A

Tower 55

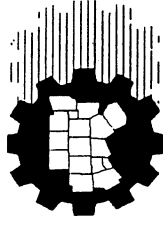


Appendix B

TTC-35 Rail/Tower 55

Texas Senate Transportation and Homeland Security Committee Hearing

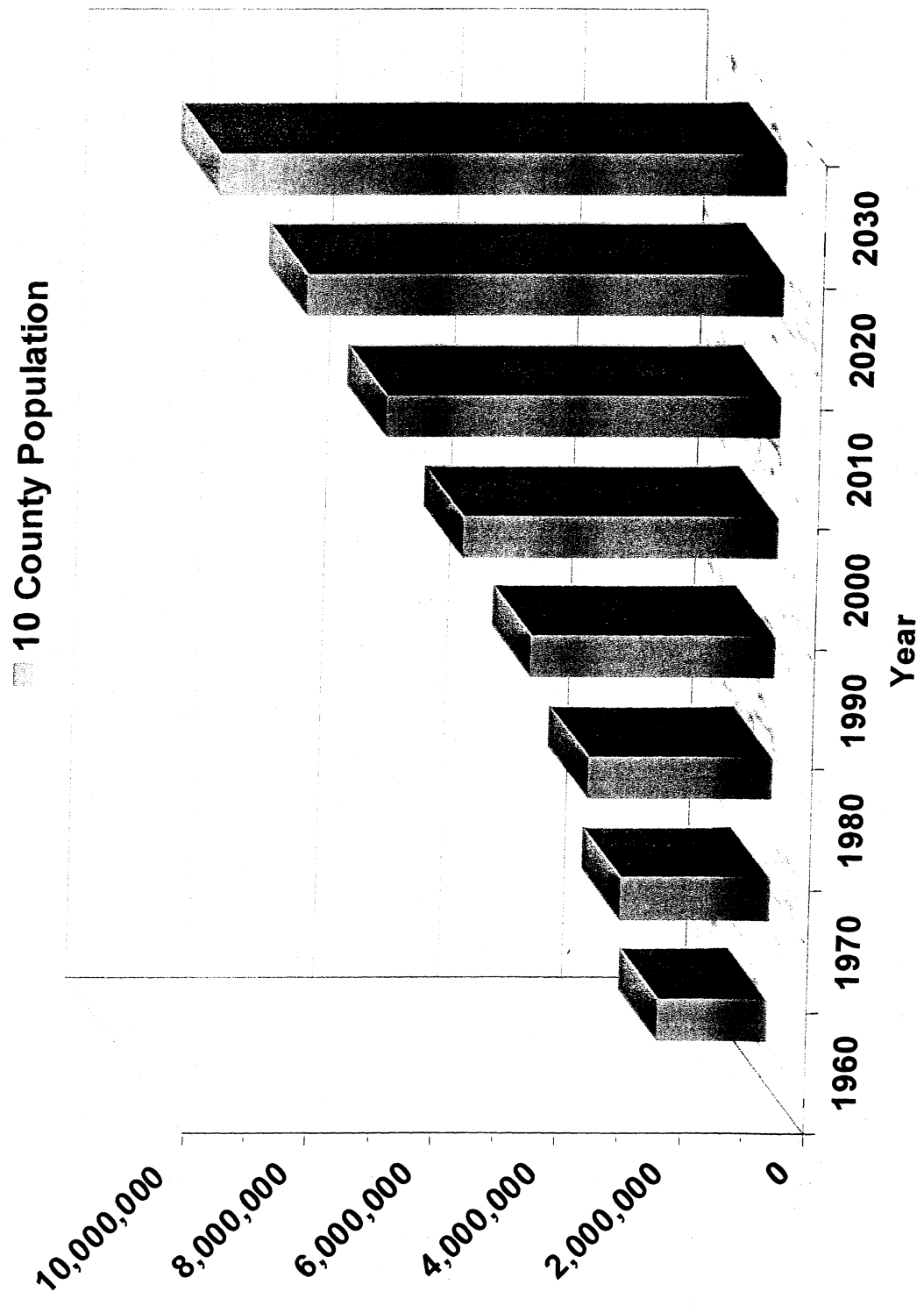
June 13, 2006



Michael Morris, P.E.

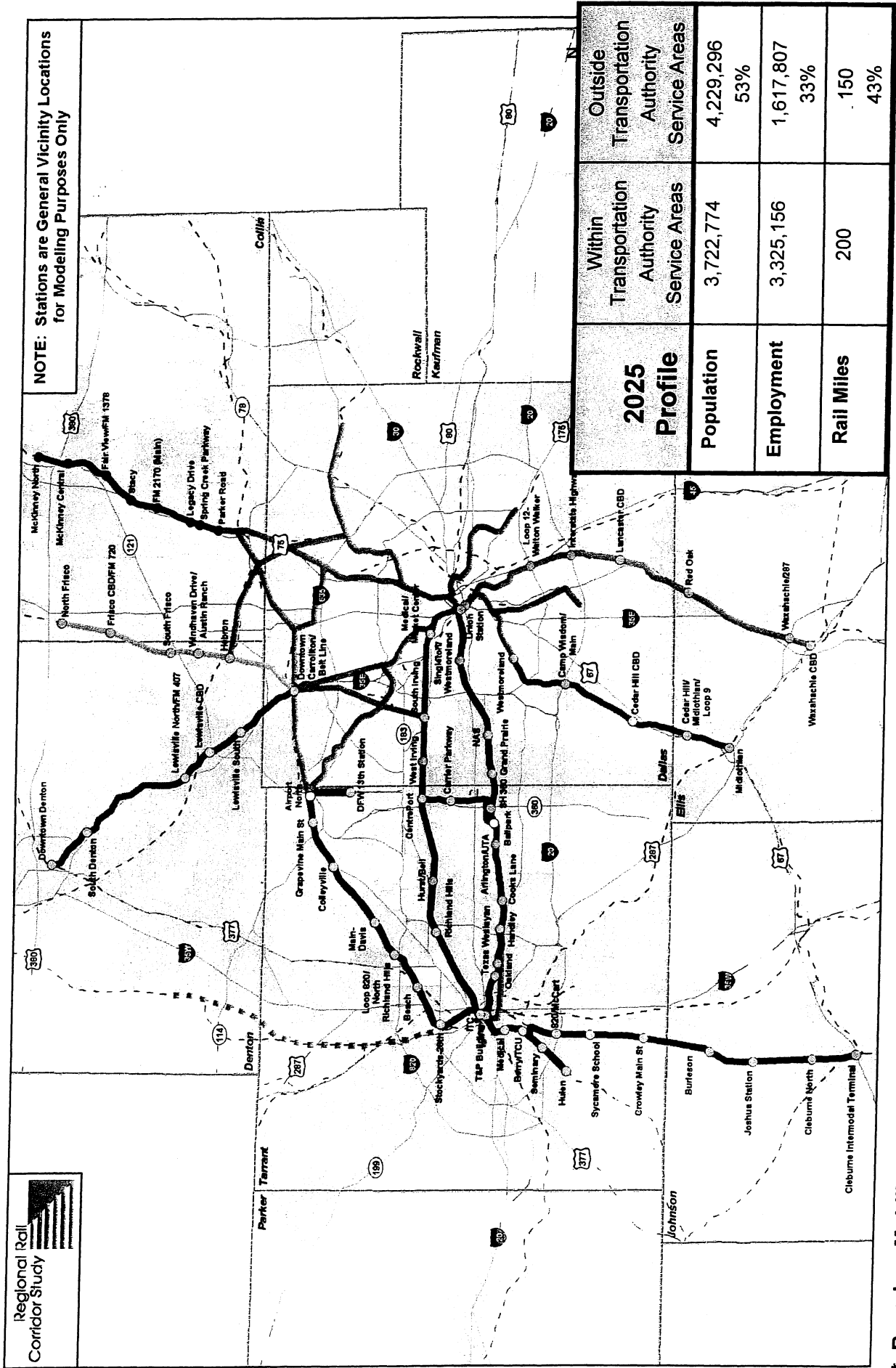
**North Central Texas Council of Governments
Transportation Department**

Growth and the Region



Freight rail growing faster than population or vehicle traffic growth

Commuter Rail Requires Freight Rail Solution

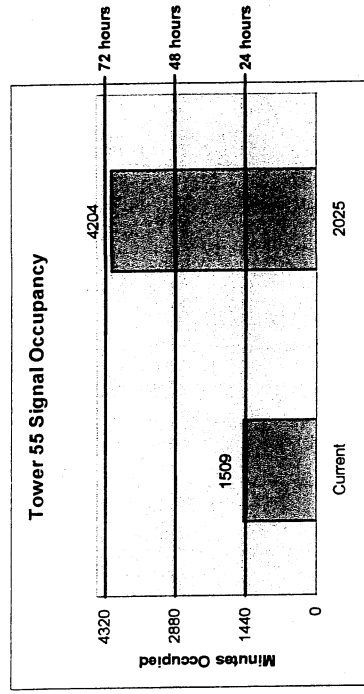
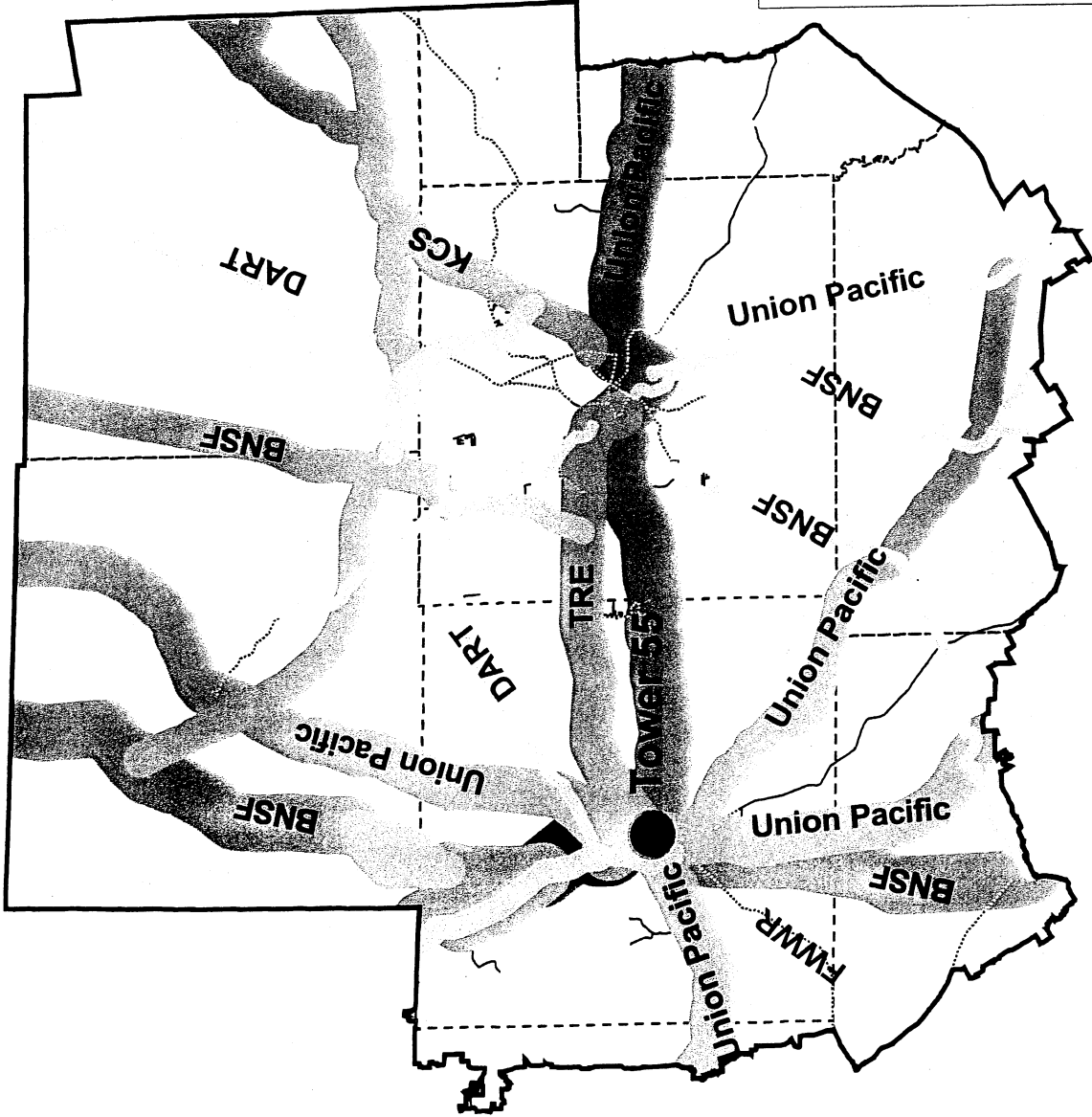
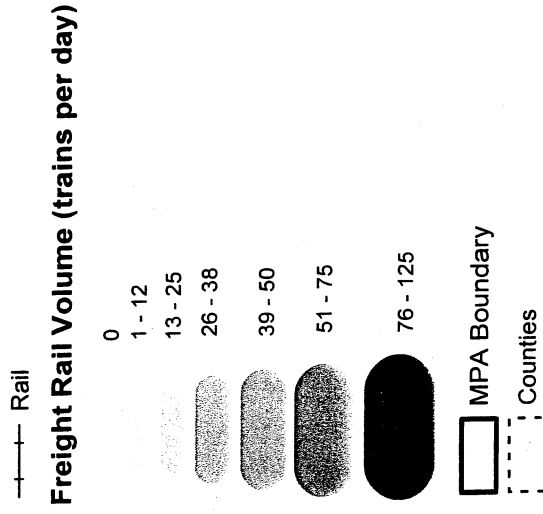


* Based on Mobility 2025-2004 Update and refinements through the Regional Rail Corridor Study

DFW Freight Rail Congestion

Rail Volumes - 2025

Legend



Tower 55 Rail Reliever Study

Funding

SAFETEA-LU	\$1.6 Million
Local Match	\$400,000

Next Steps

Agreement with TxDOT

Secure Local Match

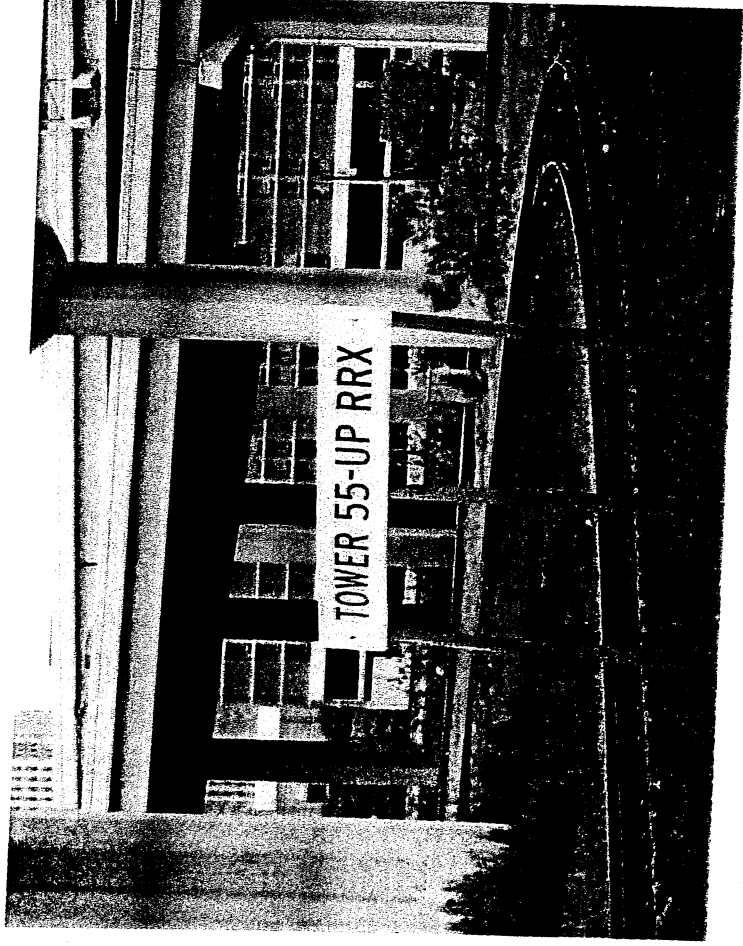
Consultant Selection

Begin Alternatives

Review/Feasibility Study

Seek Funding

Partnerships



Tower 55 Rail Reliever Study

Tower 55 Options	Preliminary Cost Estimate	Next Step
On-site, at grade, improvements	\$ 25 million	Evaluate near-term air quality benefit and long-term functionality.
North-South trench	\$850 million + right-of-way	Evaluate in Regional Freight Bottleneck Study.
East-West trench	N/A	Conflicts with major roadway structures. No further study.
FWWR bypass	\$ 50 million + right of way	Evaluate in Regional Freight Bottleneck Study. Conflicts with cultural resources.
New bypass-west side	\$2.3 billion + right of way	Evaluate in Regional Freight Bottleneck Study. Incorporate in Trans-Texas Corridor planning.
New bypass-south side	\$4.2 billion + right of way	Evaluate in Regional Freight Bottleneck Study. Incorporate in Trans-Texas Corridor planning.
Restored bypass-south side	\$250 million	Evaluate in Regional Freight Bottleneck Study. Incorporate in Trans-Texas Corridor planning.

Note: The new bypass-south side and new bypass-west side overlap for a total project cost of \$5.8 billion.

Trans-Texas Corridor-35 Freight Rail Mode

Legend

TTC-35 Features

Near Term TTC-35 Freight Rail
Corridor Study Zone for Bypass Trains



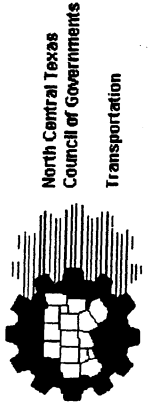
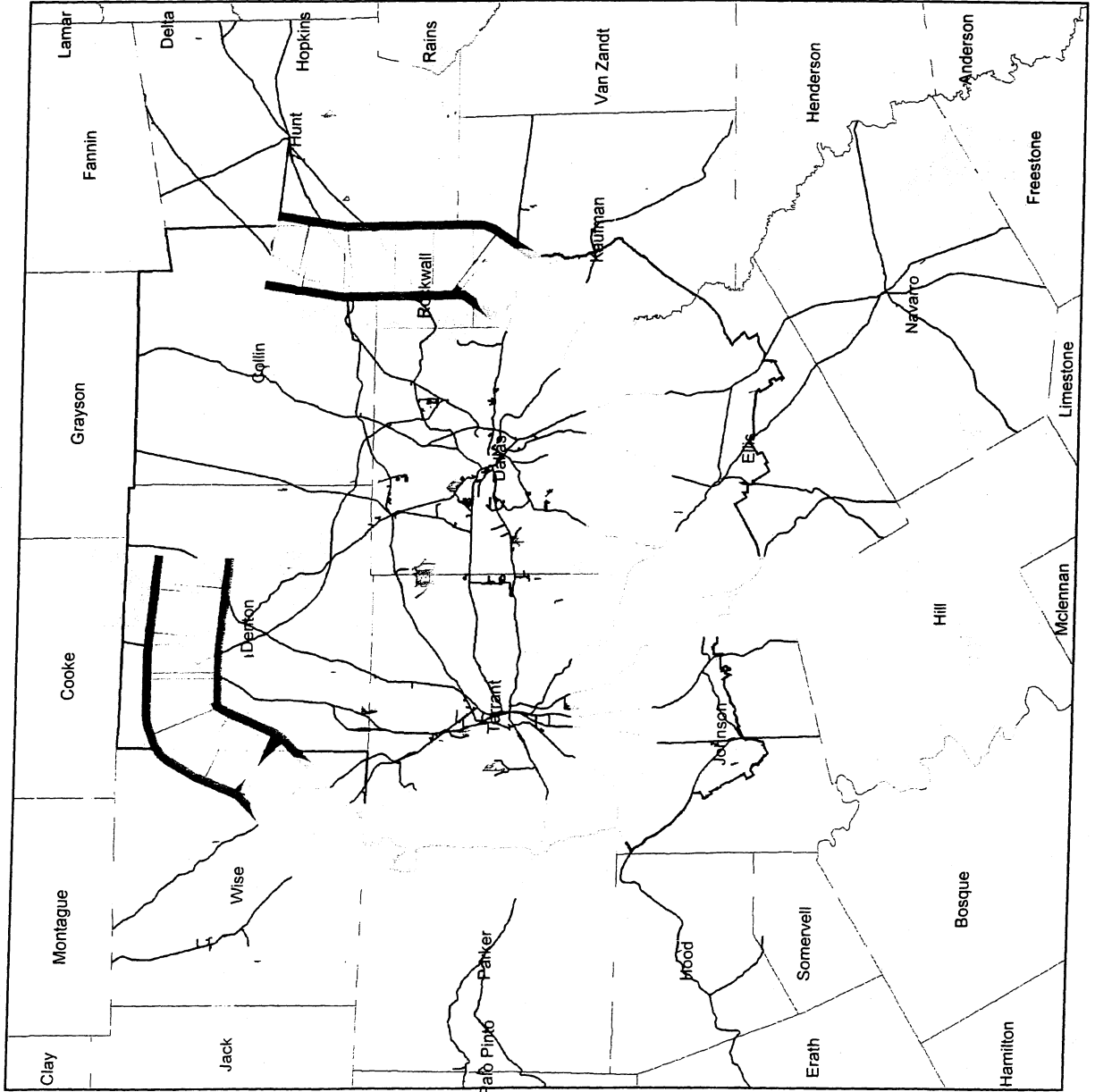
Long Term TTC-35 Freight Rail
Corridor Study Zone for Bypass Trains

Other Features

- Rail
- Airports
- Lakes

Current freight rail lines continue to
serve local freight rail needs in the future.


Approved February 2005
by the Regional Transportation Council.



North Central Texas
Council of Governments
Transportation


Trans-Texas Corridor 35

Legend


 Regional Recommended Alignment


 TxDOT TTC-35 Recommended and Reasonable Preferred Corridor Alternatives

 TxDOT TTC-35 Potential Connection Zones

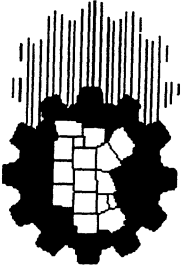
 Opportunities to Shift Draft TxDOT TTC-35 Recommended Alignments

 Highways

 Texas Counties

 MPA Boundary

Regional recommended alignment saves approx.: 60 miles - \$1.9 billion



North Central Texas
Council of Governments
Transportation



DFW Regional Rail Needs

For more information:

Michael Morris, PE
mmorris@nctcog.org

or

Mike Sims, AICP
msims@nctcog.org

(817) 695-9240

www.nctcog.org/trans/

Appendix C

Tower 55 Solution Development Plan

Issue

Tower 55 congestion is reaching critical levels. The region requires 1) an immediate action strategy for Tower 55 in order to be considered for funding in the State Rail Relocation Fund and/or through a CDA and (2) a comprehensive, staged solution for Tower 55 based on on-site detailed engineering feasibility and coordination with efforts such as the Trans-Texas Corridor.

Strategy

Address Tower 55 in three parts as shown below.

Part 1 - June 1 to November 31, 2006

NCTCOG staff works with the technical advisory group and uses donated engineering, TxDOT assistance, sample costs from other regions and sketch-level structure, plan, profile, and cost-estimates by NCTCOG staff to generate:

- 1) a formal problem statement
- 2) a short-term solution project for Tower 55 (generally on-site to Tower 55)
- 3) a cost estimate for the project
- 4) a review of roadway conflicts/costs for the project
- 5) a review of rail road operational ability during project construction
- 6) a review of potential public and private benefits for the project
- 7) a review of environmental requirements (study process requirements necessary for future use of federal/State funds for a freight rail project)
- 8) a sketch financial approach using a CDA and/or State Bond capacity including the quantification of public and private benefits.
- 9) a brief white paper endorsed by the technical group summarizing items 1-8
- 10) a consultant selection by October 31, 2006
- 11) timing for a Record of Decision

Part 2 – November 1, 2006 to March 31, 2008

Consultant activities as described in the draft Tower 55 Rail Reliever Study Scope of Work and budget, resulting in a detailed cost-estimate for a preferred on-site alternative.

Part 3 - June 1, 2006 to June 1, 2009

TxDOT led activities under state rail by-pass planning, including joint work by NCTCOG and TxDOT work towards the implementation of both long-term and short-term solutions to Tower 55. This will include work on by-pass issues by TxDOT as described in the MOU and work on both long-term and short-term solutions by NCTCOG, as described in the draft Tower 55 Rail Reliever Study Scope of Work and budget.

Appendix Charge #5

Appendix A

Tables related to naming highways or highway components for individuals

Appendix B

Current Texas Statute on highway naming and the statutes and policies of other states.

Appendix A

Table 3. State Laws, Policies, and Practices Relating to Naming of Highways and Highway Components for Individuals

State	Identified General Laws on Highway Naming	Specific Named Highway Laws Beginning	Current Legislative Practices, If Applicable			Other Identified Nonstatutory Controlling Principles
			Bill	Resolution	Committee Approval	
Iowa	-	-	-	-	-	761 I.A.C. §§ 131.10(1)-(3) and (5)
Kansas	-	§ 68-1009, Kansas Statutes	X	-	-	yes
Kentucky	§ 177.074, Kentucky Revised Statutes	-	-	X	-	no
Louisiana	§ 48:192.D, Louisiana Revised Statutes	§ 48:1801, Louisiana Revised Statutes	X	-	-	not anymore
Maine	-	-	X	-	-	no
Maryland	State Government § 2-10A-09, Code of Maryland	-	X	-	-	no
Massachusetts	-	-	X	-	-	no
Michigan	-	§ 250.1001, Michigan Compiled Laws	X	-	-	yes
Minnesota	§ 161.139, Minnesota Statutes	§ 161.14, Minnesota Statutes	X	-	-	yes
Mississippi	§ 65-3-38.1, Mississippi Code	§ 65-3-35, Mississippi Code	X	-	-	yes
Missouri	§ 227.299, Missouri Revised Statutes	§ 227.300, Missouri Revised Statutes	-	-	X	not anymore
Montana	-	§ 60-1-202, Montana Code Annotated	X	-	-	yes
Nebraska	-	-	-	-	-	-
Nevada	-	-	-	-	-	-
						Nebraska Department of Roads Operating Instruction 60-1
						Nevada Department of Transportation Policy for Naming of a Highway

Table 3. State Laws, Policies, and Practices Relating to Naming of Highways and Highway Components for Individuals

State	Identified General Laws on Highway Naming	Specific Named Highway Laws Beginning	Current Legislative Practices, If Applicable				Other Identified Nonstatutory Controlling Principles
			Bill	Resolution	Committee Approval	Measures Codified?	
New Hampshire	-	-	X	-	-	no	-
New Jersey	-	-	X	-	-	no	-
New Mexico	-	-	-	-	-	-	-
New York	-	§ 324-a, New York Highway Law	X	-	-	yes	-
North Carolina	-	-	-	-	-	-	North Carolina Department of Transportation Procedures for Naming Roads/Bridges/Ferries and Supplemental Information to Assist with Road/Bridge Naming Requests from Individuals and Governments
North Dakota	-	-	-	X	-	no	-
Ohio	§ 5511.09, Ohio Revised Code	§ 5533.04, Ohio Revised Code	X	-	-	yes	-
Oklahoma	-	§ 1602, Title 69, Oklahoma Statutes	X	X	-	bill	730 O.A.C. § 15-1-9
Oregon	-	-	-	-	-	-	Oregon Commission Transportation Policy
Pennsylvania	§ 670-204, Pennsylvania Consolidated Statutes	-	X	-	-	no	Transportation Commission-05
Rhode Island	§§ 22-7.4-1 to 22-7.4-7, General Laws of Rhode Island	§ 22-7.4-8, General Laws of Rhode Island	X	-	-	yes	-
South Carolina	§ 57-3-610, Code of Laws of South Carolina	-	-	X	-	no	-

Table 3. State Laws, Policies, and Practices Relating to Naming of Highways and Highway Components for Individuals

State	Identified General Laws on Highway Naming	Specific Named Highway Laws Beginning	Current Legislative Practices, If Applicable				Other Identified Nonstatutory Controlling Principles
			Bill	Resolution	Committee Approval	Measures Codified?	
South Dakota	-	-	-	-	-	-	South Dakota Department of Transportation Policy Letter No. OT-2005-01
Tennessee	§ 54-5-1003, Tennessee Code	§ 54-17-114(a)(2)(U)	X	X	-	not anymore	-
Texas	§§ 225.001 to 225.004, Transportation Code	§ 225.023, Transportation Code	X	-	-	yes	43 T.A.C. § 25.9
Utah	-	§ 72-4-208, Utah Code	X	-	-	yes	-
Vermont	§ 152, Title 10, Vermont Statutes	-	-	-	-	-	-
Virginia	§§ 33.1-12(4) and 33.1-250, Code of Virginia	-	X	-	-	no	-
Washington	-	§§ 47.17.640 and 47.22.020, Revised Code of Washington	-	X	-	not anymore	Washington State Transportation Commission and Washington State Department of Transportation Policy for Transportation Facilities Naming
West Virginia	-	-	-	X	-	no	-
Wisconsin	-	§ 84.102, Wisconsin Statutes	X	-	-	yes	-
Wyoming	-	-	-	-	-	-	Wyoming Department of Transportation Named Highway policy

Table 2. Texas Laws Naming Highways and Highway Components for Individuals

Transportation Code Section	Originally Enacted	Highway or Highway Component	Accomplishments of Honoree(s)
225.023	1991	Nolan Ryan Expressway	baseball player
225.024	1989	Sam Houston Parkway	Texas founding father
225.025	1991	Senator Lloyd Bentsen Highway	U.S. senator, vice presidential nominee, and treasury secretary
225.030	1995	Henry G. "Bud" Lehman Highway	state representative and farm-to-market road proponent
225.031	1995	Ray C. Stoker, Jr., Highway	Texas Transportation Commission member and chair
225.032	1995	S. M. Wright Freeway	Baptist pastor and civil rights leader
225.033	1995	President George Bush Highway	U.S. representative, vice president, and president
225.035	1997	John B. Coleman Memorial Highway	physician and Texas A&M University regent
225.036	1997	Stephen F. Austin Memorial Highway	Texas founding father
225.037	1997	The Bishop Ernest T. Dixon, Jr., Memorial Parkway	Methodist bishop
225.039	1997	Congressman Frank M. Tejeda Memorial Highway	state representative, state senator, and U.S. representative
225.0395	2005	Senator John Traeger Memorial Highway	state representative and state senator
225.042	1999	Sam Waldrop Highway Interchange	member and chair, State Highways and Transportation Commission
225.043	1999	Cesar Chavez Memorial Highway	labor union leader
225.044	1997	Sergio Gonzalez, Jr., and Alfredo Gutierrez, Jr., M.D., Loop	Val Verde county judge (Gonzalez) and Del Rio mayor (Gutierrez)
225.045	1999	Sergeant Joe Parks, Jr., Memorial Highway	army sergeant and Vietnam War prisoner of war
225.047	2001	Juan N. Seguin Boulevard	Texas founding father
225.048	2001	Juan N. Seguin Memorial Interchange	Texas founding father
225.050	2001	Ralph L. Lowe Parkway	Friendswood mayor
225.051	2001	Cesar Chavez Border Highway	labor union leader
225.053	2001	Charles K. Devall Memorial Highway	newspaperman and roadway project proponent
225.054	2001	Tom Landry Highway	football coach

Table 2. Texas Laws Naming Highways and Highway Components for Individuals

Transportation Code Section	Originally Enacted	Highway or Highway Component	Accomplishments of Honoree(s)
225.055	2001	L. P. "Pete" Gilvin Memorial Bridge	road contractor and state park proponent
225.057	2003	Queen Isabella Parkway	Spanish monarch
225.059 (HB55, HB540)	2005	Ronald Reagan Memorial Highway (two separate designations)	actor, California governor, and president
225.059 (SB921)	2005	Marshall Formby Memorial Highway	state senator, newspaper publisher, and radio executive
225.059 (HB2422)	2005	Staff Sergeant Herbert S. Robertson, Jr., Memorial Highway	Distinguished Flying Cross recipient during World War II
225.059 (HB3041)	2005	Margaret Hunt Hill Bridge	oil company co-owner and philanthropist
225.061	2005	Speaker Jimmy Turman Road	Texas House speaker

Table 3. State Laws, Policies, and Practices Relating to Naming of Highways and Highway Components for Individuals

State	Identified General Laws on Highway Naming	Specific Named Highway Laws Beginning	Current Legislative Practices, If Applicable			Other Identified Nonstatutory Controlling Principles
			Bill	Resolution	Committee Approval	
Alabama	§ 23-1-8.1, Code of Alabama	-	-	X	-	-
Alaska	§ 19.010.085, Alaska Statutes	§§ 19.40.015 and 35.40.001, Alaska Statutes	X	-	-	apparently, but rare
Arizona	§§ 41-835 to 41-838, Arizona Revised Statutes	-	X	-	-	no
Arkansas	-	-	-	-	-	-
California	-	-	-	X	-	no
Colorado	-	-	X	X	-	no
Connecticut	-	§ 13a-21, General Statutes of Connecticut	X	-	-	not anymore
Delaware	-	-	-	-	-	-
Florida	§ 334.071, Florida Statutes	-	X	-	-	no
Georgia	§ 32-4-3, Georgia Code	-	-	X	-	no
Hawaii	-	-	-	-	-	House Transportation and Senate Transportation Committee rules on Road Naming and Dedication Procedure (identical)
Idaho	-	§ 40-513A, Idaho Code	X	-	-	apparently, but rare
Illinois	-	-	-	X	-	no
Indiana	-	-	-	X	-	no

Appendix B

VERNON'S TEXAS STATUTES AND CODES ANNOTATED
TRANSPORTATION CODE
TITLE 6. ROADWAYS
SUBTITLE B. STATE HIGHWAY SYSTEM
CHAPTER 225. STATE HIGHWAY NAMES
SUBCHAPTER A. STATE HIGHWAY NAMES IN GENERAL

§ 225.001. Prohibition on Naming Highway

The commission may not designate a part of the highway system, including a bridge or street, by a name, including the name of a living or dead individual or for an organization or event, or by a symbol other than the regular highway number.

§ 225.002. Memorial Designation of Highway by Local Government

(a) A local government may assign a memorial or other identifying designation to a part of the highway system.

(b) A part of the highway system assigned a designation under Subsection (a) may be marked only with the regular highway number.

§ 225.003. Application for and Site Selection of Memorial Marker

(a) A local government planning a memorial designation must submit an application to the director completely describing:

- (1) the nature and objectives of the designation; and
- (2) any marker to be erected.

(b) A marker may not be erected earlier than the 91st day after the date the director approves an application to allow the department to select and prepare a proper site.

§ 225.004. Memorial Marker

(a) A local government may purchase and furnish to the department a suitable locally identifying memorial marker.

(b) If the director approves the size and type of a marker, the department, on request, may erect the marker at a place most suitable to the department's maintenance operations.

(c) If two or more local governments cooperate in seeking a continuous memorial or other identifying designation, they may furnish to the department markers to be erected at each end of the designated limits and at intermediate sites so that markers are approximately 75 miles apart.

(d) The department shall maintain the grounds for a marker. The local government shall repair or replace a marker.

43 T.A.C. § 25.9

- (a) Purpose. Texas Civil Statutes, Article 6673e-4, authorizes local governmental units, if approved by the department, to assign a memorial or other identifying designation to a part of the state highway system, and authorizes a county historical commission to apply to the Texas Historical Commission and the department for the marking with the historical name of a farm-to-market or ranch road that follows a historical route. This section prescribes the policies and procedures by which memorial highways and historical routes are named.
- (b) Commission. Unless otherwise required or authorized by law, the commission shall not officially name any road, bridge, street, or highway on the state highway system for a person or persons, living or dead; nor for any organization or event; nor shall the commission give these parts of the highway system any name or symbol other than the regular highway number.
- (c) Local governments. Local governmental units, such as a city or county, may assign a memorial or other identifying designation to any part or parts of the highway system; provided, however, that any part of the highway system that is named locally will be marked only with the regular highway number.
- (d) Markers. Local governmental units may buy and furnish to the department a suitable locally identifying memorial marker of a size and type which must be approved by the department. Upon request, the department may erect such marker at a place most suitable to the department's maintenance operations.
- (e) Continuous designations. When two or more local governmental units cooperate in seeking a single continuous memorial designation for a highway through their limits, markers may be furnished to the department to be erected at each end of the designated limits, and at such intermediate sites that markers shall be approximately 75 miles apart.
- (f) Application. When a memorial designation is planned by a local governmental unit or units, the sponsor or sponsors shall submit to the executive director a complete description of the nature and objectives of the dedication, and the type and full description of the marker or markers to be erected. If approved by the executive director, a period of three months shall be required from date of approval to the actual erection of the marker or markers, in order for the department to select and prepare a proper site.
- (g) Maintenance. Maintenance of grounds surrounding such markers shall be the responsibility of the department, but repairs or replacement of the markers shall be made by the sponsoring organizations.
- (h) Historical routes.
- (1) Application. A county historical commission may apply to the Texas Historical Commission and the department for the marking with a historical name of a farm-to-market or ranch road that follows a historical route.
 - (2) Certification. Before the department may mark the road with the historical name, the Texas Historical Commission must certify that the name has been in common usage in the area for at least 50 years. The certification must be based on evidence submitted by the applying county historical commission, which must include affidavits from at least five long-time residents of the area.
 - (3) Installation. On certification by the Texas Historical Commission, the department will prepare and install signs along the road indicating the road's historical name. The applying county historical commission shall pay for the preparation of the signs.

Section 23-1-8.1

Section 23-1-8.1

Expenditure of state funds for erection and maintenance of signs designating roads, bridges, etc., in honor or memory of individuals.

After September 1, 1979, no state funds shall be expended in this state for purposes of erecting and maintaining signs designating roads, bridges or buildings in honor or in memory of any individual; provided, however, that the State Department of Transportation may continue to prepare and erect such signs so long as the actual cost of such preparation and maintenance is paid for by private funds or city or county government funds.

(Acts 1979, No. 79-707, p. 1259.)

Alaska Statutes.

Title 19. Highways and Ferries

Chapter 10. State Highway System

Section 85. Naming of a Highway.

previous: Section 80. Designation of Through Highways.

next: Section 90. Erection and Maintenance of Guard Rails.

AS 19.10.085. Naming of a Highway.

- (a) A highway constructed by the department under AS 19.05 - AS 19.40 may be given a name only by law.
- (b) This section does not apply to
- (1) a road constructed by a municipality under a grant authorized by AS 19.05 - AS 19.40;
 - (2) local service roads and trails.
-

Note to HTML Version:

This version of the Alaska Statutes is current through December, 2004. The Alaska Statutes were automatically converted to HTML from a plain text format. Every effort has been made to ensure their accuracy, but this can not be guaranteed. If it is critical that the precise terms of the Alaska Statutes be known, it is recommended that more formal sources be consulted. For statutes adopted after the effective date of these statutes, see, Alaska State Legislature If any errors are found, please e-mail Touch N' Go systems at E-mail. We hope you find this information useful.

<http://www.touchngo.com/lglcntr/akstats/Statutes/Title19/Chapter10/Section085.htm>

41-835. Perpetuation of historical names

It is declared the public policy of the state that natural or artificial objects, places or things continue to be known by the names they now bear, as determined by the state geographic and historic names board, so that the historical record of the state may be protected and preserved.

41-835.01. Definition of board

In this article, unless the context otherwise requires, "board" means the state board on geographic and historic names.

41-835.02. State board on geographic and historic names; membership; expenses; quorum; staff support; chairman

A. A state board on geographic and historic names is established consisting of:

1. One member appointed by the head of each of the following agencies or organizations:

- (a) The department of transportation.
- (b) The state land department.
- (c) The Arizona state library, archives and public records.
- (d) The Arizona historical society.
- (e) The department of commerce.
- (f) The department of economic security.
- (g) A geography department of an Arizona university.

2. Two members of the public appointed by the governor.

B. Members shall serve staggered five year terms to begin and end on the third Monday in January, except that the member appointed pursuant to subsection A, paragraph 1, subdivision (g) shall serve a two year term. The initial appointment of the member appointed in subsection A, paragraph 1, subdivision (g) shall be made by Arizona state university. On the expiration of the initial term of the member appointed in subsection A, paragraph 1, subdivision (g) the position shall be appointed by the university of Arizona, and on the expiration of that term northern Arizona university shall appoint the member. The three state universities shall continue to rotate the appointment of this member on the board.

C. Members are not eligible to receive compensation but are eligible for reimbursement of expenses pursuant to title 38, chapter 4, article 2.

D. The Arizona state library, archives and public records shall provide staff support to the board.

E. A majority of the members constitutes a quorum.

F. The board shall annually elect a chairman and vice-chairman from among its members.

41-835.03. Powers and duties

A. The board shall:

1. Receive and evaluate all proposals for changes in or additions to names of geographic features and places of historical significance in this state and after this evaluation designate the most appropriate and acceptable names and spelling of these names for use in maps and other official governmental documents.
2. Receive and evaluate all proposals for naming geographic features in this state for which no generally accepted name is or has been in use and after this evaluation designate a name for use in maps and other official governmental documents.
3. Cooperate with political subdivisions of this state to eliminate the duplication of the names of geographic features that are not of historical significance.
4. Assist and cooperate with the United States board of geographic names in matters relating to names of geographic features and places in this state.
5. Maintain a list of advisers who have expertise in this state's history, geography or culture and consult with those advisers in evaluating proposals.
6. Designate one or more members to act as the state representative to the western states geographic names council.

B. The board may:

1. Adopt rules for the orderly conduct of business.
2. Initiate proposals for changes in or additions to geographic or historic names in this state. Any proposal initiated by the board shall be evaluated in accordance with the procedures prescribed under section 41-835.04.

C. Notwithstanding any other law, the board shall not change street and road names for the purpose of uniformity and it shall not name scenic or historical highways.

41-835.04. Changes in or additions of geographic or historic names; submission of proposal; consideration; action; notice

A. A person, a group or an agency of federal, state or local government may propose a change in or the addition of any geographic or historic name within this state by submitting it and supporting information to the board for evaluation and recommendation.

B. On receipt of a proposal, together with sufficient supporting information, the board shall:

1. Place the proposal on the agenda for consideration at its next meeting.
2. Give appropriate notice to persons and groups that are affected by the proposal or might have an interest in it.
3. Provide opportunities for public comment.
4. Conduct research and field investigations as it deems necessary.

C. When the board takes action on a proposal, it shall notify the person, group or agency that submitted the proposal and shall transmit the official recommendation of geographic names to the United States board of geographic names. The names approved by the board shall be filed with the secretary of state and the clerk of the board of supervisors in the appropriate county.

41-835.05. Use of names chosen

When the board designates a name for a geographic feature within this state, the name is the official name for the geographic feature or historic place and shall be used in and on all maps, records, documents and other publications issued by this state or its departments and political subdivisions.

41-835.06. Advertising or publishing a name without approval

No person may attempt to modify local usage or name an unnamed geographic feature in an advertisement or publication without first obtaining the approval of the board. If a person violates this section, the board shall promptly act to curtail such activity and shall adopt an official name for the feature if no recognized name is of record.

41-836. Restriction on changing historical name

It is unlawful for a public officer, department, agency or employee to change and record in writing or otherwise in any public records, documents or papers of this state the name of a mountain, canyon, gulch, stream, streambed or channel whether flowing or dry, mesa, desert, forest, spring, water hole, bridge either natural or artificial, cliff, chasm, dam, lake either natural or artificial, park, mining district, monument either natural or artificial, road, trail or other natural or artificial geographic feature in this state unless the change has first been approved by the board.

41-837. Hoover dam

A. Notwithstanding the provisions of this article, the dam located on the Colorado river in Mohave county, formerly known as Boulder dam, is designated and shall be known as "Hoover dam".

B. All official acts, state records, documents and papers relating thereto executed after June 30, 1953 shall bear the designation "Hoover dam".

41-837.01. Mogollon Rim

A. Notwithstanding this article, the cliff-like escarpment located in northern Arizona which separates the Colorado plateau and the central highlands and forms, in part, the divide between the little Colorado river and Salt river drainage areas, also forming a portion of the boundaries of Coconino and Gila counties, is designated and shall be known as the "Mogollon Rim". The escarpment begins at approximately 34 o 25' 10" north 111 o 33' 00" west and continues through approximately 34 o 18' 00" north 110 o 54' 15" west then continues through approximately 34 o 14' 00" north 110 o 18' 9" west and ends at approximately 34 o 7' 15" north 109 o 58' 30" west, such point being approximately two miles south of Pinetop-Lakeside at the head of Petrified creek.

B. All official acts, state records, documents and papers relating to the escarpment described in subsection A after April 4, 1984 shall bear the designation "Mogollon Rim".

C. The first letter of both words of the designation "Mogollon Rim" shall be capitalized in accordance with standard practice for geographic names.

41-838. Violation; classification

A person who violates any provisions of this article, or who directs a violation of this article, is guilty of a class 2 misdemeanor.

Committee Policy on Resolutions for Naming Highways or Structures**Recommended Policy:**

Regarding resolutions introduced on or after April 26, 2004, the Committee will consider only those resolutions proposing to name or designate state highways or highway structures which meet specific minimum criteria. The criteria shall include the following conditions:

- a) Any person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway is located;
- b) The naming must be done without cost to the state: costs for signs and plaques must be paid by local or private sources and there must be a small additional amount, as determined by Caltrans but not to exceed 10% of the installation cost, donated to cover ongoing maintenance costs;
- c) The author or co-author of the resolution must represent the district in which the facility is located and the resolution must identify the specific highway segment or structure being named;
- d) The proposed designation must reflect a community consensus;
- e) The proposed designation may not supercede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation; and
- f) When a resolution names a highway or structure in honor of an individual, the designee must have been deceased for at least 18 months, except in the instance of elected officials, in which case they must be out of office.

COLORADO DEPARTMENT OF TRANSPORTATION		<input checked="" type="checkbox"/> POLICY DIRECTIVE <input type="checkbox"/> PROCEDURAL DIRECTIVE
Subject Naming Highways, Bridges or other Components of the Highway		Number 803.0
Effective 07/20/00	Supersedes	Originating Office Transportation Safety

PURPOSE

To establish a consistent statewide process regarding designation or memorializing of a highway, bridge or any other component of the state highway system.

AUTHORITY

Executive Director; Chief Engineer
Manual on Uniform Traffic Control Devices (MUTCD)

APPLICABILITY

This policy directive applies to the process of responding to public requests for the designation or memorializing of a highway, bridge or any other components of the highway system and gives the Transportation Commission authority to accept requests from the Colorado General Assembly.

POLICY

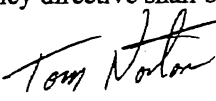
Upon approval by the Colorado General Assembly of an act or resolution to designate a component of the state highway system in memory of an individual, group or event, the Transportation Commission shall confirm this request by resolution. Signs or memorial plaques may be placed in rest areas, scenic overlooks, or other appropriate locations where parking is provided. The signing shall be inconspicuously located relative to vehicle operations along the highway. If placement of the sign or memorial plaque off the main roadway is not practicable, memorial signs may be placed on the mainline provided that (1) they are independent of the other guide and directional signing and (2) they do not adversely compromise roadway safety or efficiency of traffic flow. The signing shall be limited to one sign at appropriate locations in each route direction. No taxpayer dollars shall be spent on the initial installation of these signs. A maintenance agreement will be initiated prior to implementation.

IMPLEMENTATION

This Policy is effective immediately and shall be implemented by all Divisions, Branches, Regions and Offices of CDOT.

REVIEW DATE

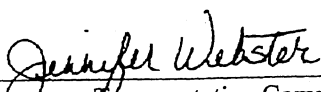
This policy directive shall be reviewed in July 2004.



 Thomas E. Norton, Executive Director

07/20/00

 Date



 Secretary, Transportation Commission

07/20/00

 Date

Select Year: 2005

The 2005 Florida Statutes

Title XXVI
PUBLIC TRANSPORTATIONChapter 334
TRANSPORTATION ADMINISTRATION[View Entire Chapter](#)

334.071 Legislative designation of transportation facilities.--

(1) Designation of a transportation facility contained in an act of the Legislature is for honorary or memorial purposes or to distinguish a particular facility, and unless specifically provided for, shall not be construed to require any action by a local government or private party regarding the changing of any street signs, mailing address, or 911 emergency telephone number system listing.

(2) The effect of such designations shall only be construed to require the placement of markers by the department at the termini or intersections specified for each highway segment or bridge designated, and as authority for the department to place other markers as appropriate for the transportation facility being designated.

(3) Erection of markers shall be contingent on the appropriate city or county commission passing a resolution in support of the particular honorary designation. If the bridge or road segment being designated is located in more than one city or county, resolutions supporting the designation must be passed by each affected local government prior to the erection of the markers.

History.--s. 44, ch. 99-385; s. 58, ch. 2003-286.

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Unannotated Georgia Code - Titles																										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
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Chapters	Sections	
32-1	32-4-1	32-4-3. No state agency shall name or rename any state road, bridge, interchange, or any part of a road in honor of, or with the name of, any person unless such action is approved by a joint resolution or Act of the General Assembly which is approved by the Governor or becomes law without such approval. This Code section shall not apply to a political subdivision of the state naming any road which is under the jurisdiction of such political subdivision.
32-2	32-4-2	
32-3	32-4-3	
32-4	32-4-20	
32-5	32-4-21	
32-6	32-4-22	
32-7	32-4-40	
32-8	32-4-41	
32-9	32-4-42	
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ROAD NAMING AND DEDICATION PROCEDURE
2005-2006 Session

- 1) Definitions:
 - (A) "Road Facility" refers to any highway, road, street, bridge, interchange, intersection, or any other portion of any state, county, or city highway, road, or street system.
 - (B) "Dedication" is defined as designating a portion of an existing road facility in honor or memory of a person or organization. The legal name of the road facility shall not be affected or changed by a dedication.
- 2) An existing Road Facility may be dedicated in honor of a person.
- 3) Only new, non-developed road facilities may be named during the initial construction phase of the road facility. There shall be no renaming of existing road facilities.
- 4) The Committee shall not recommend for passage any resolution which dedicates or creates a new name for a new road facility for any road facility which is part of a county road system or city street system.
- 5) No resolution shall rename an existing state road facility; rather existing state road facilities may be dedicated by resolution.
- 6) No resolution may dedicate or create a new name for a new road facility in honor of any living person who currently holds public office.
- 7) No resolution shall dedicate or name a new name for a new road facility in honor of a living former public officer unless at least two years have elapsed since such person's last day of their most recent service in public office.
- 8) Qualifications for individuals or organizations for whom a road facility may be dedicated or named:
 - (A) A person or persons who have attained national prominence generally recognized throughout the country. National prominence shall be defined as having been elected to national office and having served honorably in office without impeachment, having been awarded a national medal such as the Congressional Medal of Honor or the Presidential Medal of Freedom, having won an award such as a Nobel Prize or having sacrificed one's life for the protection of this country or who has contributed to the arts and sciences.
 - (B) A person whose achievements, accomplishments, or contributions are worthy of recognition throughout the State of Georgia; and who has through birth, residence, or otherwise, a natural and logical connection to the geographic area in which is located the portion of the system to be named in such person's honor.
- 9) All resolutions shall be forwarded to the Rules Committee with a recommendation for a structured rule.

- 10) Advertisements for dedications:
- (A) No resolution will be considered unless the sponsoring legislator has run a legal advertisement in the legal organ of each county in which the road facility to be dedicated is located. A copy of the advertisement must be provided to the Committee.
- (B) The advertisement shall include the following:
1. The sponsoring legislator's name, address, and phone number;
 2. The name and location of the road facility;
 3. The person for whom the dedication is intended and the reasons for the dedication; and
 4. The cost of the dedication.
- 11) The road facility to be dedicated or named, if a new road facility must be wholly within the sponsoring legislator's district.
- 12) The Committee shall not recommend for passage any resolution referred to in this rule until and unless the Committee has received from the Department of Transportation a written communication stating whether such road facility has been previously named or dedicated and, in the case of a highway, road, or street, stating whether any other portion of such highway, road, or street has been previously named or dedicated.
- 13) In considering the recommendation for passage of any resolution referred to in this rule, the Committee shall consider:
- (A) The importance of dispensing such honors in a manner which will recognize those whose achievements, accomplishments, or contributions are genuinely worthy of recognition at the state level;
- (B) The limited number of road facilities available for dedication; and;
- (C) The importance of not diminishing such honors through indiscriminately dispensing an inordinate number of such honors.

761—131.9(321) Erection of no parking signs. The purpose of this rule is to establish procedures and conditions for the erection of no parking signs on rural primary highways.

131.9(1) Procedures. Requests for the erection of no parking signs on rural primary highways shall be made by the Iowa state patrol or sheriff to the appropriate district office.

131.9(2) Conditions. The signs will be furnished, erected and maintained by the department of transportation; however, they shall be removed if the department determines the parking prohibition is not enforced.

761—131.10(321) Signing for named routes. This rule establishes the requirements and procedures for placing special signs along the primary road system for the purpose of designating a primary highway as a memorial highway, historic trail or scenic trail.

131.10(1) Definitions.

"*Historic trail*" means a route located on or near the approximate alignment of a trail on which a person or group traveled while making a journey of regional or national historic significance.

"*Manual on Uniform Traffic Control Devices (MUTCD)*" means the Federal Highway Administration standards on traffic control devices, as adopted in rule 761—130.1(321).

"*Memorial highway*" means a primary highway that has been given a name to commemorate a person, group, place or event of regional or national significance.

"*Named route*" means a memorial highway, a historic trail or a scenic trail.

"*Primary highway*," for the purpose of this rule, does not include an interstate highway.

"*Scenic trail*" means a route, loop or circuit with special scenic or recreational appeal.

131.10(2) General requirements.

a. The named route shall be continuous with no breaks at the boundaries of political subdivisions. Each city and county through which a named route passes must approve the route designation. This includes portions of the route off the primary road system.

b. A memorial highway should normally encompass the entire length of a primary route within the state. However, it is permissible to name a section of a primary route if the section is unique or independent by virtue of its design characteristics, such as a freeway, or its geographic location, such as a segment between two junctions. No more than one name shall be used for the same section of a route.

c. Signs designating a named route shall be furnished and paid for by the applicant including any replacements needed due to sign deterioration or damage. Failure to comply with this requirement may result in removal of all signs for the named route along the primary road system.

d. A named route shall not be given a name which could be considered discriminatory, biased or inappropriate.

131.10(3) Memorial highway signing. Signing for memorial highways shall comply with Section 2D-48 of the MUTCD as modified by the following:

a. Memorial highway signing off the primary highway right-of-way:

(1) Preferably, signing for a memorial highway should neither appear on or along the route nor be placed on bridges or other highway components. Signing is best accomplished by placing memorial plaques in rest areas, scenic overlooks or other appropriate locations off the right-of-way where parking is provided. These plaques shall be located in a manner that will not distract motor vehicle operators.

(2) Departmental approval is not needed for memorial highway signing placed off the right-of-way at locations not subject to control under Iowa Code chapter 306B or chapter 306C, division II.

b. Memorial highway signing within the primary highway right-of-way:

(1) If placement of memorial plaques off the right-of-way is not acceptable, the department may approve the installation of memorial highway signs within the right-of-way provided they are independent of other guide and directional signing and they do not adversely compromise the safety or efficiency of traffic flow.

(2) A memorial highway sign within the right-of-way shall be no larger than 24 inches in width and 30 inches in height. The color and design must be approved by the department.

(3) The number of memorial highway signs within the right-of-way shall be limited to one sign at each end of the memorial highway and one sign when entering the corporate limits of each city through which the memorial highway passes.

131.10(4) Historic trail and scenic trail signing. The department may approve the installation of historic trail and scenic trail signing within the primary highway right-of-way. Signing for historic trails and scenic trails shall comply with Section 2D-49 of the MUTCD and the following:

a. A sign designating a historic trail or scenic trail shall be no larger than 24 inches in width and 30 inches in height. The colors used shall be limited to white, black, brown, blue or green. The color and design must be approved by the department.

b. Signs designating a historic trail or scenic trail may be placed at each end of the trail, when entering the corporate limits of cities through which the trail passes, and at points where the trail direction changes.

c. Additional trail signs may be placed between cities along the trail. These signs when facing the same direction of travel shall be spaced at least five miles apart. An exception may be made when the trail direction changes.

d. A sign designating a historic trail or scenic trail shall be placed alone on a post.

131.10(5) Procedures.

a. To request placement of signs designating a primary highway as a named route, the applicant shall submit a formal written request to the appropriate district office.

b. The request shall contain the following:

(1) A detailed description of the proposed named route, including those portions of the route off the primary road system.

(2) If the request is for a memorial highway, documentation supporting the significance of the person, group, place or event for which the memorial highway is named.

(3) If the request is for a historic trail, documentation supporting the historical significance of the trail.

(4) If the request is for a scenic trail, information outlining the features or facilities that are of special scenic or recreational appeal.

(5) A sketch of the sign proposed for designating the named route.

(6) Proposed locations for placement of the signs, including those locations off the primary road system.

(7) A signed ordinance or resolution from each city and county through which the named route passes, indicating approval of the route designation.

c. The department shall evaluate the request against the requirements of this rule and notify the requester of approval or denial of the request. Notification of denial shall include the reasons for denial.

d. The department shall install approved signs provided by the applicant (see paragraph 131.10(2) "c") and provide routine maintenance when the signs are to be located within the primary highway right-of-way.

e. The department is not responsible for the installation or maintenance of signs placed off the right-of-way.

177.074 Naming of state road or bridge.

- (1) Every road which is part of the state primary system shall be identified by a specific route number or name which shall be designated on the official state road map. In addition to a route number, the secretary:
 - (a) Shall name a road or road segment to comply with the provisions of subsections (2) and (3) of this section; and
 - (b) May, at the secretary's discretion, or subject to the provisions of subsection (4) of this section, name a road or bridge on the state highway system after an individual, historic event, or any other name which may be of significance to the history of this Commonwealth or any of its counties or communities.
- (2) The secretary shall, within thirty (30) days of receipt of a written request by the commissioner of the Kentucky State Police, name a state road or segment of a state road in memory and honor of one (1) or more Kentucky state troopers killed in the line of duty. The written request shall comply with the provisions of subsection (4) of this section and shall include:
 - (a) The trooper's name;
 - (b) The name and address of any living relatives of the trooper, if known;
 - (c) Date and circumstances of the trooper's death; and
 - (d) The route number and current name of the state road where the trooper was killed if applicable, or the route number and current name of the state road closest to the deceased trooper's home.
- (3) The written request required under subsection (2) of this section shall identify the route number, current name of the state road, or milepoints of the specific segment of state road the State Police are requesting be named in honor and memory of a state trooper killed in the line of duty. The road or road segment identified in the request shall be either the state road where the trooper was killed, or the state road closest to the deceased trooper's home. The cabinet shall consult with the commissioner of the Kentucky State Police on the design of the road signs naming the state road or road segment in honor and memory of each trooper, and the cabinet shall erect the appropriate highway signs within thirty (30) days of receipt of the written request required under subsection (2) of this section.
- (4) If the road segment identified in the request under subsection (2) of this section has already been named for another individual or organization, either by action of the General Assembly or by order of the secretary, the State Police and the cabinet shall consult on and determine an alternate location that is acceptable to both agencies.
- (5) The secretary shall be petitioned by a unit of local government, civic organization, or other interested party before naming a road or bridge on the state primary road system. In addition, the secretary shall be convinced by the petitioner that the person or event that the road or bridge is being named for is of civic or historical significance.
- (6) Except as provided in subsections (9) and (10) of this section, the secretary shall name a road or bridge upon direction by joint resolution of the General Assembly. Upon introduction of a resolution, the secretary shall inform the chairman of the

committee to which the resolution is assigned as to whether he has been petitioned to name a road or bridge presented in the resolution and if so petitioned, his reasons for not taking action on the request.

- (7) If the secretary grants the request to name a road or bridge through petition, the signs to be placed on the roads shall become the responsibility of the petitioner with the design and placement of the signs approved by the department. If the signs are to be placed as a result of a resolution passed by the General Assembly, the responsibility for placement of the signs shall be upon the Department of Highways.
- (8) The Transportation Cabinet may adopt administrative regulations to implement the road and bridge naming program. The administrative regulations shall at a minimum establish basic standards for design and placement of signs or allow the local entity to reimburse the Transportation Cabinet for the cost of manufacturing and installing the signs for which a petition has been granted.
- (9) The new proposed truck bypass around Mayfield, Kentucky, shall be named the "Dick Castleman Bypass," after former State Representative Dick Castleman.
- (10) The bridge on United States Highway 27 over the Kentucky River near Camp Nelson, between Jessamine and Garrard Counties, shall be named the "Loyd Murphy Memorial Bridge."

Effective: July 15, 2002

History: Amended 2002 Ky. Acts ch. 64, sec. 2, effective July 15, 2002. -- Amended 1996 Ky. Acts ch. 356, sec. 2, effective July 15, 1996. -- Created 1990 Ky. Acts ch. 180, sec. 1, effective July 13, 1990.

RS 48:192

§192. Engineering standards; naming state highways

A. The department shall immediately establish and maintain design standards for the functional classifications of state highways, following the best engineering practices and experiences for the construction of all roads, bridges, drainage structures, or other work which may be necessary from time to time which said standards shall comply with all federal regulations necessary to obtain federal aid for road and bridge construction in Louisiana.

B. The department may take into the state highway system any parish or municipal road needed to complete a necessary segment of a road; however, the total length of the state highway system established hereby is not exceeded and said road taken into the state highway system will not necessarily delay the needed construction and maintenance of roads on the existing system. The department may negotiate an exchange of roads in any parish or municipality for roads on the state-maintained highway system provided that the roads taken into the system in said exchange will not necessarily delay needed construction and maintenance of roads on the existing system.

C. The department may at any time the need justifies transfer a state highway from one functional classification to another.

D. Notwithstanding any other provision of law to the contrary, it shall be unlawful to name any state highway except by an Act of the legislature.

Acts 1955, No. 40, §3; Acts 1990, No. 200, §1; Acts 1997, No. 1028, §1, eff. July 11, 1997.

§ 2-10A-08. Joint Nonprofit Health Service Plan Oversight Committee.

Abrogated.

Editor's note. — Section 14, chs. 356 and 357, Acts 2003, provides that “§ 2 of this Act shall take effect June 1, 2003. It shall remain effective for a period of 2 years and 3 months and, at the end of August 31, 2005, with no further action required by the General Assembly, Section 2 of this Act shall be abrogated and of no further force and effect.” Pursuant to § 2 of chs. 356 and 357, this section is deemed to have abrogated August 31, 2005.

§ 2-10A-09. Advisory Committee on the Naming of State Facilities, Roads, and Bridges.

(a) *“Committee” defined.* — In this section, “Committee” means the Advisory Committee on the Naming of State Facilities, Roads, and Bridges established under this section.

(b) *Committee established.* — There is an Advisory Committee on the Naming of State Facilities, Roads, and Bridges.

(c) *Membership.* — The Committee consists of the following members:

- (1) the Governor, or the Governor's designee;
- (2) the President of the Senate, or the President's designee;
- (3) the Speaker of the House of Delegates, or the Speaker's designee;
- (4) the Comptroller, or the Comptroller's designee;
- (5) the State Treasurer, or the Treasurer's designee;
- (6) the Secretary of General Services, or the Secretary's designee;
- (7) the Secretary of Transportation, or the Secretary's designee;
- (8) the Director of the Maryland Historical Trust or the Director's Designee; and
- (9) a member of the public, appointed by the Governor.

(d) *Chair.* — The Governor or the Governor's designee shall serve as chair of the Committee.

(e) *Staff.* — The Department of Legislative services shall provide staff assistance to the committee.

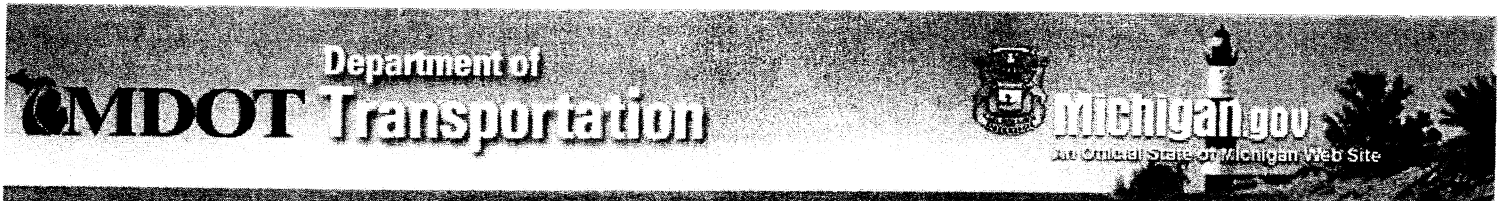
(f) *Duties; hearings.* — (1) The Committee shall consider and evaluate requests to name State facilities, other than the facilities at a public institution of higher education, in honor or memory of individuals.

(2) The Committee shall accept public testimony at hearings of the Committee.

(g) *Annual reports.* — (1) In accordance with § 2-1246 of this title, the Committee shall submit an annual report to the General Assembly on or before January 1 of each year.

(2) The report shall include the recommendations of the Committee with regard to any matter considered by the Committee under subsection (f) of this section. (2005, ch. 442, § 2.)

Editor's note. — Section 5 [6], ch. 442, Acts 2005, provides that “subject to Section 4 [5] of this Act this Act shall take effect October 1, 2005.”



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Guidelines for Memorial Highway Signing

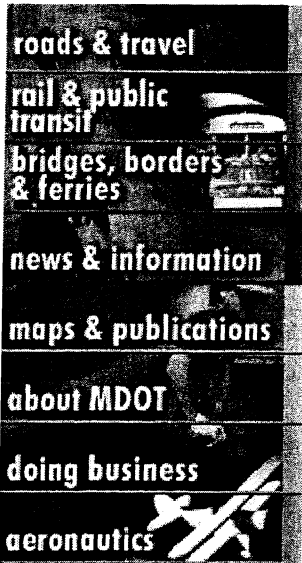
The Michigan Department of Transportation (MDOT) has developed guidelines for the signing of Memorial Highways and Bridges. Standards for the design (shape, size, color) and application of all signs erected on public highways are specified in the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) and are required to conform with national standards.

As additional signing, memorial signing can reduce the effectiveness of essential signing, causing an information overload to the motorist. However, if the following conditions are met, MDOT will install signs for Memorial Highways and Bridges:

- The memorial highway or bridge must be named in a bill passed by the Senate and House and signed by the Governor.
- The signing on memorial highway bridges shall be placed in rest areas, scenic overlooks, turn outs or recreation areas.
- The memorial signs will not appear on guide signs, nor interfere with other necessary signs, and not compromise safety.
- The memorial sign's legend shall be simple and signified, devoid of any tendency toward advertising and in general conformance with other highway signing.
- The group requesting the memorial signing will be required to pay for the fabrication and all associated costs of installing signs. MDOT Regional staff shall approve the size and design of all signs placed within the roadside.
- Placement of the sign within a roadside facility will be at the sole discretion of MDOT.

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Minnesota Statutes 2005, 161.139

Minnesota Statutes 2005, Table of Chapters

Table of contents for Chapter 161

161.139 Highway designation costs.

The commissioner shall not adopt a design or erect a sign to mark or memorialize a highway or bridge, pursuant to designation by the legislature on or after January 1, 1996, unless the commissioner is assured of the availability of funds from nonstate sources sufficient to pay all costs related to designing, erecting, and maintaining the signs.

HIST: 1996 c 455 art 3 s 5

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Source: Mississippi Code : TITLE 65 HIGHWAYS, BRIDGES AND FERRIES : CHAPTER 3 STATE HIGHWAY SYSTEM : SPECIAL DESIGNATIONS OF PORTIONS OF HIGHWAY SYSTEM AND BRIDGES : § 65-3-38.1. Certain restrictions on designations for highways, roads, streets and bridges.			
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§ 65-3-38.1. Certain restrictions on designations for highways, roads, streets and bridges.			
<p>(1) No highway, road, street or bridge on the designated state highway system may be named after any person elected by the people to any public office in this state during the term of such person's office or for a period of ten (10) years after such person no longer served in any such office.</p>			
<p>(2) No legislation shall be enacted by the Legislature naming any highway, road, street or bridge on the designated state highway system after any person unless the governing body of each county and municipality where the highway, road, street or bridge is located duly adopts a resolution requesting the Legislature to enact such legislation and files a certified copy of such resolution with the Chairman of the Senate or House committee to which such legislation is referred.</p>			
Sources: Laws, 2002, ch. 556, § 5, eff from and after July 1, 2002.			
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Section 227-299 Memorial bridge or highway designations

Missouri Revised Statutes

Chapter 227 State Highway System Section 227.299

August 28, 2005

Memorial bridge or highway designations, procedure--duties of director--notice requirements--signs to be erected.

227.299. 1. Except as provided in subsection 8 of this section, an organization that seeks a bridge or highway designation to honor an event, place, organization, or person who has been deceased for more than two years shall petition the department of transportation by submitting the following:

- (1) An application in a form prescribed by the director, describing the bridge or segment of highway for which designation is sought and the proposed name of the bridge or relevant portion of highway. The application shall include the name of at least one current member of the general assembly who will sponsor the bridge or highway designation. The application may contain written testimony for support of the bridge or highway designation;
 - (2) Each application submitted under this section shall be accompanied by a list of at least one hundred signatures of individuals who support the naming of the bridge or highway;
 - (3) A deposit of four hundred dollars per sign proposed to designate the bridge or highway, with the funds to be used for construction of each sign;
 - (4) A deposit of six hundred dollars per sign proposed, with the funds to be used to maintain each sign; and
 - (5) All moneys received by the department of transportation for the construction and maintenance of bridge or highway signs shall be deposited in the state treasury to the credit of the "Department of Transportation Bridge and Highway Sign Fund" which is hereby created. The state treasurer shall be custodian of the fund and shall make disbursements from the fund requested by the Missouri director of the department of transportation for personal services, expenses, and equipment required to construct and maintain signs erected in accordance with the provisions of this section.
2. At the end of each state fiscal year, the director of the department of transportation shall:
- (1) Determine the amount of all moneys deposited into the department of transportation bridge and highway sign fund;
 - (2) Determine the amount of disbursements from the department of transportation bridge and highway sign fund which were made to construct and maintain the signs; and
 - (3) Subtract the amount of disbursements from the income figure referred to in subdivision (1) of this subsection and deliver this figure to the state treasurer.
3. The state treasurer shall transfer an amount of money equal to the figure provided by the director of the department of transportation from the department of transportation bridge and highway sign fund to the state highways and transportation department fund. An unexpended balance in the department of transportation bridge and highway sign fund at the end of the biennium not exceeding twenty-five thousand dollars shall be exempt from the provisions of section 33.080, RSMo, relating to transfer of unexpended balances to the general revenue fund.

Section 227-299 Memorial bridge or highway designations

4. The documents and fees required under this section shall be submitted to the department of transportation thirty days before any approval or denial by the house and senate committees on transportation during that legislative session.
5. The department of transportation shall give notice of any proposed bridge or highway designation in a manner reasonably calculated to advise the public of such proposal. Reasonable notice shall include posting the proposal for the designation on the department's official public web site, and making available copies of the sign designation application to any representative of the news media or public upon request and posting the application on a bulletin board or other prominent public place which is easily accessible to the public and clearly designated for that purpose at the principal office.
6. If the memorial highway designation requested by the organization is not approved by the house and senate committees on transportation, ninety-seven percent of the application fee shall be refunded to the requesting organization.
7. Two highway signs shall be erected for each bridge and highway designation, except when a named section of a highway crosses two or more county lines, consideration shall be given by the department of transportation to allow additional signage at the county lines or major intersections.
8. Highway or bridge designations honoring law enforcement officers or members of the armed forces killed in the line of duty shall not be subject to the provisions of this section.
9. Upon approval of a bridge or highway designation, the department of transportation shall provide five miniature signs, free of charge, to persons or organizations sponsoring signs under this section.
10. The provisions of this section shall apply to bridge or highway designations sought after August 28, 2005.

(L. 2005 S.B. 233 § 227.365)

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Missouri General Assembly

Nebraska Department of Roads
 Operating Instruction 60-1
 May 5, 2000

NAMING STATE HIGHWAYS

- *** 1. **Purpose:** *The purpose of naming a segment of state highway or a bridge is to bring to public attention and recognize officially a person, organization or other entity who has contributed significantly to the well-being of others.*

This document provides policy for processing requests to name state highways and bridges. The office of primary responsibility for this DOR-OI is the Traffic Engineering Division. This DOR-OI supersedes DOR-OI 60-1 dated March 19, 1999.

- *** 2. A request to name a state highway or bridge must be made by written resolution from the applicable political subdivision to the Department of Roads. When a state highway bridge is located on the state line and, therefore, is located partially in another state, the request to name the bridge must be approved, in writing, by the highway department or department of transportation (whichever is applicable) of the other state.
- a. *Individual interchanges may not be named.*
 - b. *Rest Areas each have an official name and are not eligible for additional naming.*
 - c. *Only those border bridges crossing the Missouri River are eligible.*
 - d. *No more than one name per major highway segment will be approved. The Director and State Highway Commission will determine what constitutes a major highway segment.*
 - e. *There is a limit of one named highway segment or bridge per person, organization or other entity.*
- *** 3. The name requested must be of substantial importance or significance. *Requests will be evaluated using the following criteria:*
- a. *A person shall have been deceased five years to be considered.*
 - b. *A person shall meet at least one of the following three requirements:*
 - (1) *Have been born in Nebraska.*
 - (2) *Have lived a significant part of his or her life in Nebraska.*
 - (3) *Made a contribution to society that was affected by his or her residence in Nebraska.*
 - c. *The honored person, organization, or other entity must be of substantial importance or significance, and must have contributed to the betterment of Nebraska.*

Nebraska Department of Roads
 Operating Instruction 60-1
 May 5, 2000

- d. *Primary consideration will be given to contributions in fields such as public affairs, the arts, the sciences, the professions; secondary consideration will be given to contributions in entertainment, athletics, and kindred fields where interest, publicity, and general recognition may for a time be intense but where a contribution to society is secondary.*
 - e. *Activities that have added to the welfare of society and to the reputation of the state shall be weighed more heavily than activities primarily benefiting the individual or organization.*
4. Interstate routes have been designated by Congress as the "Dwight D. Eisenhower National System of Interstate and Defense Highways." Except for I-480 which has previously been named, interstate highways and bridges will not be further named.
 - *** 5. The Department of Roads will refer requests to name state highways or bridges to the State Highway Commission for review and recommendations to the Director and Governor. Final approval is by the Governor.

Limitations: Beginning July 1, 2000, the Highway Commission will select not more than one name for consideration by the Director and Governor in any one-year period. Requests may be received at any time. Only those requests submitted before September 1 of each year will be considered for that year's single name approval. An opportunity for a brief presentation to the State Highway Commission will be offered in October. If necessary, the number of requests may be narrowed to an appropriate group of finalists prior to recommending a single name to the Director and Governor.

6. After approval by the Governor, the political subdivision will provide, at its own expense, the roadway signs to designate the route, including installation costs. These signs, limited to one at an appropriate location in each route direction, must conform with the "Manual on Uniform Traffic Control Devices" and must be installed by the Department of Roads. Replacement and repair costs necessary to maintain the signs will be borne by the political subdivision.
7. The Department of Roads will not place directional signs on interstate or other state highways in order to direct traffic to a state highway which has been "named" in accordance with the procedures in paragraphs two through six above. The policy in this paragraph does not apply to or affect directional signs which were in place prior to August 23, 1996.
8. This policy is supplementary to and does not infringe upon the authority of municipalities within their jurisdictions in accordance with Sections 60-6, 120 and 60-6, 121, Nebraska Statutes.

John L. Craig
 Director

Policy for Naming of a Highway

This policy is for the purpose of "naming" a section of highway within the State of Nevada. Such "names", when approved, may be incorporated as official highway guide signs. The following criteria shall apply:

1. The "name" selected shall enhance driver communication and guidance.
2. The "name" shall not replace official numeral designations and shall be considered as supplemental information to route numbers.
3. For an unnumbered highway, a name to enhance route guidance may be used where the name is applied consistently throughout its length.
4. Not more than one "name" should be used to identify any highway, whether numbered or unnumbered.
5. When the section of roadway to be named is funded in whole or in part by Federal funds, approval for and placement of the naming must have the concurrence of the FHWA.
6. A resolution of approval by the local jurisdiction and approval by the Nevada Transportation Board of Directors will be required to name any section of roadway on the Federal and State system of roadways.
7. The entire cost associated with the "naming" will be borne by the requesting authority.

6/11/90

PROCEDURES FOR NAMING ROADS/BRIDGES/FERRIES

The following documentation and information is required before any naming request will be considered by the Board of Transportation.

Information to be provided by the local nominating entity:

- 1. Background information on nominee.** Sufficient information must be provided to explain why the naming is warranted; for example, local, state, and/or national contributions and accomplishments.
- 2. Description of what is requested to be named.** The Board will consider naming Ferries, Interstate, US, and NC routes/bridges only, or more significant bridges on the state's secondary road system. The distance of dedication should be approximately 5 miles or less. Law enforcement officers will be honored with bridge dedications in lieu of highways.
- 3. Resolutions from all local governing bodies associated with or affected by the request.** City or town councils and/or county commissioners must adopt resolutions in sufficient detail to adequately justify the request.
- 4. Strong public input and support.** Explain the degree to which the public supports the request and had notice of action with an opportunity for input.

NCDOT Staff Review:


- 5. Whether another facility has been previously named by the BOT.** The Board does not name more than one facility for the same individual.
- 6. If the facility is planned or under construction, expected completion date.** The Board typically does not name facilities until approximately three months prior to completion.
- 7. Opposition.** The Board does not mediate local disagreements.

Action by the Road and Bridge Naming Committee and Board of Transportation:

- a. Board member must endorse request and present to Committee and Board.
- b. NCDOT Secretary and Board Chairman are Co-Chairs of the Committee and call meetings and approve the agenda.
- c. A naming request reviewed and recommended by the Committee will be "held" for at least one month before being considered by the full Board.

**SUPPLEMENTAL INFORMATION TO ASSIST WITH ROAD/BRIDGE NAMING REQUESTS
FROM INDIVIDUALS AND GOVERNMENTS:**

- The requesting party should have the family's support for the road or bridge naming request including agreement with the requested location of the dedication.
- The requested wording to appear on the actual signs needs to be stated in the resolution by the local government (with the family's concurrence) to insure the signs are manufactured correctly. Final wording is at the Department's discretion.
- Interstate designations will use the wording "Freeway" and NC & US roadways designation will use the wording "Highway".
- Local governments could consider the "Adopt a Highway" program as an alternative method of honoring an individual or group.
- The Board does not typically name a facility for accident victims. An individual's accomplishments and contributions to the state and community are used as criteria for consideration for a memorial designation.
- It is the responsibility of the individual seeking the road or bridge naming request to work directly with the local government to obtain the necessary resolution for submittal to the Board.
- Municipalities may name municipally owned streets or bridges in honor of individuals or groups. This does not require DOT review or approval.
- It is the Board's opinion that the Blue Star Memorial Highway designation honors all veterans and military groups in the state. Therefore, any other designation of a road or structure for veterans or military groups would be considered a duplication.
- Honorary signs will be ground mounted; overhead signs will not be installed. Signs will be installed at the beginning and ending termini of the approved roadway segment, and will not be installed on exits, Y-lines, or intersecting roadways.

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<p>§ 5511.09. Procedure for naming of highway by local authorities.</p> <p>Within a county, any highway that is part of the state highway system may be officially assigned a distinctive name, commemorative of an historical event or personage or a commonly accepted and appropriate name, by which the highway is known. Upon agreement of the governing bodies of the county and each township and municipal corporation within the county through which the highway extends, a request for approval of the highway name may be submitted to the director of transportation. The agreement shall be indicated by a resolution from each governing body in support of the proposed highway name. The resolution may not be withdrawn, amended, or repealed for thirty days following receipt of the resolution by the requesting authority, or during the time the request is pending before the director.</p> <p>Within thirty days after receipt of such a request, the director shall inform the requesting authority of his decision. If the director approves the request, the requesting authority may, at its own expense, erect markers indicating the name of the highway within the county, provided that any marker so erected shall conform to the law of this state and to federal law and shall be in accordance with the directives for the signing of named memorial highways included in the manual adopted by the department of transportation under <u>section 4511.09</u> of the Revised Code.</p> <p>Only one name per county shall be assigned to a highway under this section, and the name shall apply to the entire extension of the highway within the county. A name assigned to a state highway or part thereof under this section may be altered or abolished, pursuant to approval of the director, in the same manner as provided for assignment of the original name.</p> <p>This section shall not in any way modify, limit, or restrict the authority of a municipal corporation to designate within the municipal corporation, the name of a highway that is part of the state highway system. If a municipal corporation has acted pursuant to its authority and designated the name of a highway within the municipal corporation, no other name may be assigned to that highway under this section.</p> <p>HISTORY: 143 v H 540. Eff 5-31-90.</p> <hr/>			

Department of Transportation

OAC 730:15-1-9

CHAPTER 15. HIGHWAY PLANNING**730:15-1-9. Dedications and commendations**

(a) Highway, bridges, and other facilities which are part of the state highway system may be considered for dedication in honor of individuals deserving of commendation for their active involvement in the project or for outstanding service to the nation, this state, or their community. Persons proposed to be so honored shall have been deceased not less than five years prior to consideration. Proposals for the dedication of state highway facilities should specifically state the accomplishments upon which the proposal is based.

(b) Elected governmental bodies may, by formally adopted resolution, propose the naming of such facilities to the Commission.

(c) No facility or group of related facilities shall be considered for naming in honor of more than one individual or entity, once named. Except in the most unusual circumstances, the Commission shall not consider changing the name of the facility, nor shall the Commission consider changing or designating additional names to the current named facility or city street which is also part of the state highway system.

[Source: Amended at 17 OK Reg 2165, eff 6-12-00]

Extracted from Oklahoma Administrative Code, Title 730

Oregon Transportation Commission Policy

Number: Transportation Commission-05

Effective Date: Oct. 15, 1991

Supersedes: Transportation Commission -01

Reference: Oregon Transportation Commission Minutes - October 15, 1991

SUBJECT: NAMING HIGHWAY FACILITIES

The following guidelines are to be applied on a case-by-case basis:

1. The Oregon Transportation Commission generally will not name highway facilities after individuals.
- II. The Oregon Transportation Commission may elect to suspend Guideline 1 if a requester can show compliance with the following criteria:
 1. Demonstrated statewide support for naming a facility.
 2. The honored individual shall have made a lasting contribution, with a significant and historic impact on Oregon.
 3. The honored individual shall have been deceased for at least one year.
 4. The facility is long enough to merit a title, such as a bridge or tunnel more than one-half mile long, or a highway section with defined end-points which was completed as a whole.
- III. The comments of the Oregon Geographic Names Board will be solicited prior to naming any highway facility. (Any federal recognition will be contingent upon their approval.)

ARTICLE II. DESIGNATION AND LOCATION OF STATE HIGHWAYS

§ 670-204. Lettering, naming or numbering state highway routes

The secretary is hereby authorized to designate by letter, or to name, or number, State highways, or any part or parts thereof, or any combinations of such highways or parts thereof, in such manner as in his discretion will best accommodate and inform the traveling public using the highways of the Commonwealth, and facilitate the keeping of maps and records of the department, and the secretary may change the number, or continue a State highway without it being designated by the route number originally assigned by the General Assembly or assigned by any executive order adopting a connecting road or spur in the manner provided by law prior to the adoption of section 218 of this act.¹

Whenever the secretary designates any route by common letter, name, or number, for the convenience of the traveling public, he may, in his discretion, include therein any public road, or part thereof, except city, borough, or town streets. Nothing herein contained shall authorize the secretary to construct, maintain, or repair any such road, or part thereof, as a part of the State highway system, nor authorize the secretary to delete from the State highway system any route or portion thereof previously adopted by the General Assembly or by executive order.

1945, June 1, P.L. 1242, art. II, § 204. Amended 1970, July 17, P.L. 489, No. 168, § 1.

¹ Section 670-218 of this title.

§ 22-7.4-1 Permanent committee – Composition. – There is created a permanent joint committee of the general assembly on naming all new buildings, bridges, edifices, and other state constructions to consist of seven (7) members of the general assembly, four (4) of whom shall be from the house of representatives to be appointed by the speaker, not more than three (3) of whom shall be from the same political party; three (3) of whom shall be from the senate to be appointed by the president of the senate, not more than two (2) of whom shall be from the same political party. Vacancies shall be filled in like manner as the original appointments. The members of the joint committee on naming all new buildings, bridges, edifices, and other state constructions shall serve so long as they shall remain members of the house from which they were appointed and until their successors are duly appointed and qualified.

§ 22-7.4-2 Selection of officers. – Upon organization of the joint committee, by majority vote, one of their members shall be chosen as chairperson, another of their members shall be chosen vice-chairperson, and another of their members shall be chosen as secretary.

§ 22-7.4-3 Duties. – (a) It shall be the duty of this joint committee to name all new buildings, bridges, edifices and other state constructions.

(b) To this end, the joint committee shall consult and counsel with the several agencies of the state and municipal government and any agencies of federal government and others that are now or may become concerned with, or responsible for the naming of any or all new buildings, bridges, edifices, and other state constructions.

(c) The joint committee is authorized to assist and cooperate with those state and other agencies concerned with the naming of any or all new buildings, bridges, edifices, and other state constructions.

§ 22-7.4-4 Reports and recommendations. – The joint committee shall from time to time and at least annually report to the general assembly on their decisions on the names to be given to any and all new buildings, bridges, edifices, and other state constructions.

§ 22-7.4-5 Technical assistance. – The joint committee shall, if it finds it cannot obtain the proper assistance from available sources, contract for any technical services that it shall require to effectuate its purposes.

§ 22-7.4-6 References to committee. – Each branch of the legislature shall refer to the joint committee, either initially or after action by other committees, all bills and resolutions dealing with or affecting the naming of all new buildings, bridges, edifices, and other state constructions.

§ 22-7.4-6.1 Reference of bills to state planning council. – Copies of bills referred to the committee pursuant to § 22-7.4-6 shall be sent to the division of planning of the department of administration at the time that the bills are referred to the committee. The secretary of state shall also provide the division of planning with copies of all bills referred to the committee which are enacted into law.

§ 22-7.4-7 Place of meeting – Quorum. – The joint committee on legislative services shall provide adequate space in the state house for the use of the joint committee on naming all new buildings, bridges, edifices, and other state constructions; provided, that the joint committee on naming all new buildings, bridges, edifices, and other state constructions may conduct hearings and hold meetings elsewhere when doing so will better serve its purposes. A majority in number of the joint committee on naming all new buildings, bridges, edifices, and other state constructions shall be necessary to constitute a quorum for the transaction of business.

SECTION 57-3-610. Naming a road, bridge, or highway in honor of an individual. [SC ST SEC 57-3-610]

Whenever a road, bridge, or other highway facility is dedicated and named in honor of an individual by act or resolution of the General Assembly, the Department of Transportation must be reimbursed all expenses incurred by the department to implement the dedication.

Reimbursement for expenses incurred by the department must first be approved by a majority of each county legislative delegation of the county in which the road, bridge, or facility is located. Reimbursement must be from the State Secondary "C" Apportionment Fund of the county or counties in which the road, bridge, or facility is located, and expenses under this section are limited to five hundred dollars.

Reimbursement for expenses incurred by the department to name and dedicate a highway facility pursuant to a request from other than the General Assembly must be by agreement between the requesting entity and the department.

**SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION
POLICY LETTER**

Policy Number: OT-2005-01

Title: Named Highways

Purpose: To establish a uniform system of approving and signing of recognized Named Highways.

Key Topic Areas: Traffic

Responsible Program: Operations Support

Supersedes Policy Numbers or New Policy: New

Effective Date: 05-24-2005
Expiration Date:
Last Review Date: 05-23-2005
Next Review Date: 04-01-2010
Superseded by Policy #

Related Documents:

Recommended:

Approved:

John C. Forman
Construction & Maintenance Engineer

Michael J. Durick
Director of Operations

COURSE OF ACTION:

Named Highways are recognized by the Manual on Uniform Traffic Control Devices (MUTCD) and as such may be signed by the individual states. In order to provide for uniformity in the establishment and signing of these designations, the following requirements shall be met for all future named highways signed by the South Dakota Department of Transportation:

1. Only those routes which are requested to be designated by an official organization recognized by the Transportation Commission will be considered for recognition. The route designation must be approved by the Transportation Commission. Steps for approval of a route include:
 - a. Submission by the organization to the Department of Transportation of proposed named highway.
 - b. The Director of Operations reviews.
 - c. Director makes recommendation to Commission through the Secretary.
 - d. Commission approves/disapproves route.

All designations should be limited to commemorating either an individual or a particular group of individuals. In either case, the person or group should be of historic significance to the State of South Dakota or to the nation. The designation shall be limited to a particular US or State highway.

2. Signs, of an approved design, will be furnished by the sponsoring agency for installation by State forces. Sign replacement will be accomplished under the same arrangement. DOT will be the sole party determining when a sign needs replacement due to deterioration or damage.
3. Signs are to be placed at each end of the designated section and will be limited to one sign per direction. Signs will be placed beyond other necessary guidance signing, typically 400' to 500' beyond the intersection on the named highway.
4. Named Highway signing will not be erected along the Interstate Highway System.
5. The maximum size of Named Highway signs, including border and trim, shall be twelve (12) square feet. It is recommended that the sign size be 7.5 sq. ft.
6. The design of the Named Highway signs shall be established by the sponsoring organization and approved by the DOT's Operations Support Traffic Engineer. Color and layout shall be consistent with the provisions of the MUTCD.

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54-5-1003. Funding for signing and marking memorial highways.

The cost of signage and marking of an interstate, U.S. highway, or state highway designated as a memorial highway for a state law enforcement officer killed in the line of duty shall be paid from the highway fund, subject to appropriation by the general assembly.

[Acts 2002, ch. 792, § 5.]

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Source: Vermont Statutes : TITLE 10 Conservation and Development : PART 1 Development of Resources : CHAPTER 9. GEOGRAPHIC NAMES : § 152. Authority to name roads and geographic locations.

§ 152. Authority to name roads and geographic locations.

The board of libraries is hereby designated the state agency to name roads and geographic locations including but not limited to mountains, streams, lakes and ponds upon petition signed by not less than twenty-five interested persons or by petition of an administrative department of the state.

1961, No. 139, § 3, eff. May 24, 1961; amended 1969, No. 226 (Adj. Sess.), § 2, eff. March 31, 1970.

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VIRGINIA ACTS OF ASSEMBLY -- CHAPTER

An Act to amend and reenact § 33.1-12 of the Code of Virginia, relating to naming of highways, bridges, and interchanges by the Commonwealth Transportation Board.

[H 143]

Approved

Be it enacted by the General Assembly of Virginia:

1. That § 33.1-12 of the Code of Virginia is amended and reenacted as follows:

§ 33.1-12. General powers and duties of Board, etc.; definitions.

The Commonwealth Transportation Board shall be vested with the following powers and shall have the following duties:

(1) Location of routes. - To locate and establish the routes to be followed by the roads comprising systems of state highways between the points designated in the establishment of such systems.

(2) Construction and maintenance contracts and activities related to passenger and freight rail and public transportation.

(a) To let all contracts to be administered by the Virginia Department of Transportation or the Department of Rail and Public Transportation for the construction, maintenance, and improvement of the roads comprising systems of state highways and for all activities related to passenger and freight rail and public transportation in excess of \$2 million. The Commonwealth Transportation Commissioner shall have authority to let all Virginia Department of Transportation-administered contracts for highway construction, maintenance, and improvements up to \$2 million in value. The Director of the Department of Rail and Public Transportation shall have the authority to let contracts for passenger and freight rail and public transportation improvements up to \$2 million in value. The Commonwealth Transportation Commissioner is authorized to enter into agreements with localities, authorities, and transportation districts to administer projects and to allow those localities, authorities, and transportation districts to let contracts for highway construction, maintenance, and improvements within their jurisdictions. The Director of the Department of Rail and Public Transportation is authorized to enter into agreements with localities, authorities, and transportation districts to administer projects and to allow those localities, authorities, and transportation districts to let contracts for passenger and freight rail and public transportation activities within their jurisdictions. The Commonwealth Transportation Commissioner and the Director of the Department of Rail and Public Transportation shall report on their respective transportation contracting activities at least quarterly to the Board.

(b) The Commonwealth Transportation Board may award contracts for the construction of transportation projects on a design-build basis. The Board may annually award five design-build

contracts valued no more than \$20 million. The Board may also award design-build contracts valued more than \$20 million, provided that no more than five of these latter contracts are in force at the same time. These contracts may be awarded after a written determination is made by the Commonwealth Transportation Commissioner or the Director of the Department of Rail and Public Transportation, pursuant to objective criteria previously adopted by the Board regarding the use of design-build, that delivery of the projects must be expedited and that it is not in the public interest to comply with the design and construction contracting procedures normally followed. Such objective criteria will include requirements for prequalification of contractors and competitive bidding processes. These contracts shall be of such size and scope to encourage maximum competition and participation by agency prequalified and otherwise qualified contractors. Such determination shall be retained for public inspection in the official records of the Department of Transportation or the Department of Rail and Public Transportation, as the case may be, and shall include a description of the nature and scope of the project and the reasons for the Commissioner's or Director's determination that awarding a design-build contract will best serve the public interest. The provisions of this section shall supersede contrary provisions of subsection D of § 2.2-4303 and § 2.2-4306.

(c) For transportation construction projects valued in excess of \$100 million, the Commonwealth Transportation Board shall require that a financial plan be prepared. This plan shall include, but not be limited to, the following: (i) a complete cost estimate for all major project elements; (ii) an implementation plan with the project schedule and cost-to-complete information presented for each year; (iii) identified revenues by funding source available each year to meet project costs; and (iv) a detailed cash-flow analysis for each year of the proposed project.

(3) Traffic regulations. - To make rules and regulations, from time to time, not in conflict with the laws of the Commonwealth, for the protection of and covering traffic on and the use of systems of state highways and to add to, amend or repeal the same.

(4) Naming highways, bridges, and interchanges. - To give suitable names to state highways, bridges, and interchanges and change the names of any highways, bridges, or interchanges forming a part of the systems of state highways, except such roads highways, bridges, or interchanges as have been or may hereafter be named by the General Assembly; provided that the name of living persons shall not be used for such purposes. The Department of Transportation shall place and maintain appropriate signs indicating the names of highways, bridges, and interchanges named by the Board or by the General Assembly. The costs of producing, placing, and maintaining these signs shall be paid by the counties, cities, and towns in which they are located. No name shall be given to any state highway, bridge or interchange by the Commonwealth Transportation Board unless and until the Commonwealth Transportation Board shall have received from the local governing body of the locality within which a portion of the facility to be named is located a resolution of that governing body requesting such naming.

...

LIS > Code of Virginia > 33.1-250

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§ 33.1-250. Naming bridges.

The Commonwealth Transportation Board may, upon the request of any county, town or city, evidenced by a resolution of the governing body thereof, name in honor or memory of a deceased person named in such resolution, any bridge not heretofore named by the Board in pursuance of an act of the General Assembly, in such county, town or city and on any route of a state highway and may place an appropriate marker on such bridge, provided such county, town or city, by such resolution of its governing body, agrees to pay the cost and expense incident thereto. Provided, further, that where any bridge is within three miles of the corporate limits of a city or town the governing body of such city or town shall have equal rights with the board of supervisors or other governing body of the county in the naming of any such bridge and the name shall have the joint concurrence of the board of supervisors or other governing body of the county and the governing body of the city or town.

(Code 1950, § 33-173; 1970, c. 322.)

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WASHINGTON STATE TRANSPORTATION COMMISSION
AND
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

Policy for Transportation Facilities Naming

The authority to name transportation facilities rests with the Transportation Commission; however, evidence of community support and acceptance is essential.

Support shall be measured, preferably, through a Resolution or Memorial adopted by the Legislature. Other evidence may include:

- (1) Supportive letters from state and federal legislators representing impacted area.
- (2) Resolutions passed by local and regional elected officials.
- (3) Department of Transportation regional support.
- (4) Supportive actions by organizations such as Chambers of Commerce and service clubs.

If the Department of Transportation desires to initiate the naming process, the following steps are required:

- (1) The appropriate Regional Administrator nominates the person to be honored and provides supporting information and evidence of community support to the Office of the Secretary.
- (2) The Office of the Secretary shall review such requests for appropriateness and consistency and, at his or her direction, forward them to the Transportation Commission.
- (3) If the Transportation Commission approves, a resolution shall suggest legislative support by Resolution or Memorial.

Following final Transportation Commission action naming the facility, the Department of Transportation, through the Regional Administrator, will take the necessary actions to design and install the appropriate signs in accordance with state and federal standards.

NAMED HIGHWAY



A named highway is a state highway designated by the WYDOT Commission to be of significant interest to the traveling public, such as the designated CANAM highway (US 85) and Chief Washakie Trail.

A named highway must have a sponsor who requests WYDOT to designate and sign the highway. A sponsor must be a functional entity with continuing interest in the named highway. The sponsor must obtain approval of the towns and counties the designated highway passes through. The sponsor must furnish all designated highway signs and all replacement signs as needed.

The designated highway may be signed with the official logo or name of the highway to inform the motoring public of the highway designation. Only one designation will be signed on a highway unless the designation is interstate in nature and signed in the adjacent state. Named highways will not be signed on the interstate highways except in rest areas, state tourist information centers, or turnouts.

The signs will be located along the designated named highway at its beginning and end points and beyond major highway junctions and towns. The sign at the beginning and end points will display the message "BEGIN" or "END" unless the named highway begins or continues in the adjacent state.

The responsibility for fabrication of the sign and its installation and maintenance will be as outlined in a joint agreement between WYDOT and the sponsor of the named highway.

Appendix Charge #6

Appendix A

Click It or Ticket Billboard (submitted with testimony from Michael Behrens to the Senate Committee on Transportation and Homeland Security, April 18, 2006)

Appendix B

Drink. Drive. Go to Jail magazine ad (submitted with testimony from Michael Behrens to the Senate Committee on Transportation and Homeland Security, April 18, 2006)

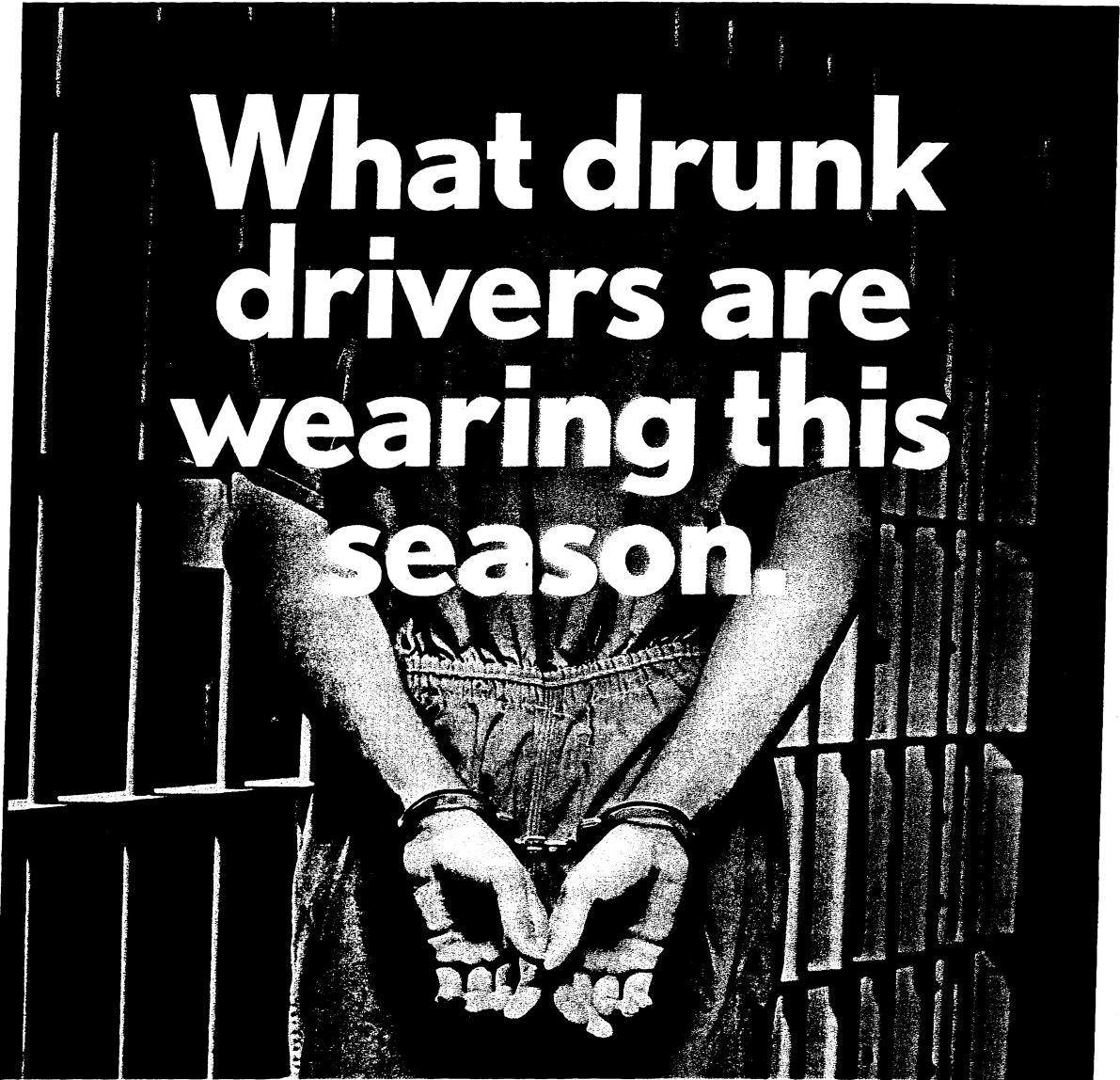
Appendix A



Motorists passing along busy I-35 through downtown Austin this month will see a giant reminder to buckle up. The Texas Department of Transportation's 40-foot x 69-foot banner is part of the annual statewide Click It or Ticket campaign. Increased enforcement of the state's safety belts laws starts May 23. Photo by Robert Nash

Appendix B

What drunk drivers are wearing this season.



You drink. You drive. You get pulled over. You get arrested.
You get fingerprinted. You get photographed. You go to jail.



Save a Life™

Texas Department of Transportation

Drink. Drive. Go to Jail.

Appendix Charge #7

Appendix A

Maps: U.S. Customs and Border Protection sectors, Texas Ports of Entry, and Texas border cities

Appendix B

Border Sheriffs statistics (submitted with testimony of Sheriff Sigifredo Gonzalez to the Senate Committee on Transportation and Homeland Security, July 26, 2006)

Appendix C

Operation Linebacker budget and expenses by county (submitted by Steve McCraw, Office of the Governor, to the Senate Committee on Transportation and Homeland Security, August 21, 2006)

Appendix D

Statement of Gregory D. Kutz, Managing Director of Forensic Audits and Special Investigations on transport of radioactive sources across national border (submitted by the Government Accountability Office to the U.S. Subcommittee on International Terrorism and Nonproliferation, July 7, 2006)

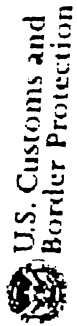
Appendix E

Statement of Paul R. Cullinan, Chief of Human Resources Cost Estimate Unit, Congressional Budget Office on the budgetary impact of current and proposed border security and immigration policies (submitted to the U.S. Senate Committee on Budget, August 30, 2006)

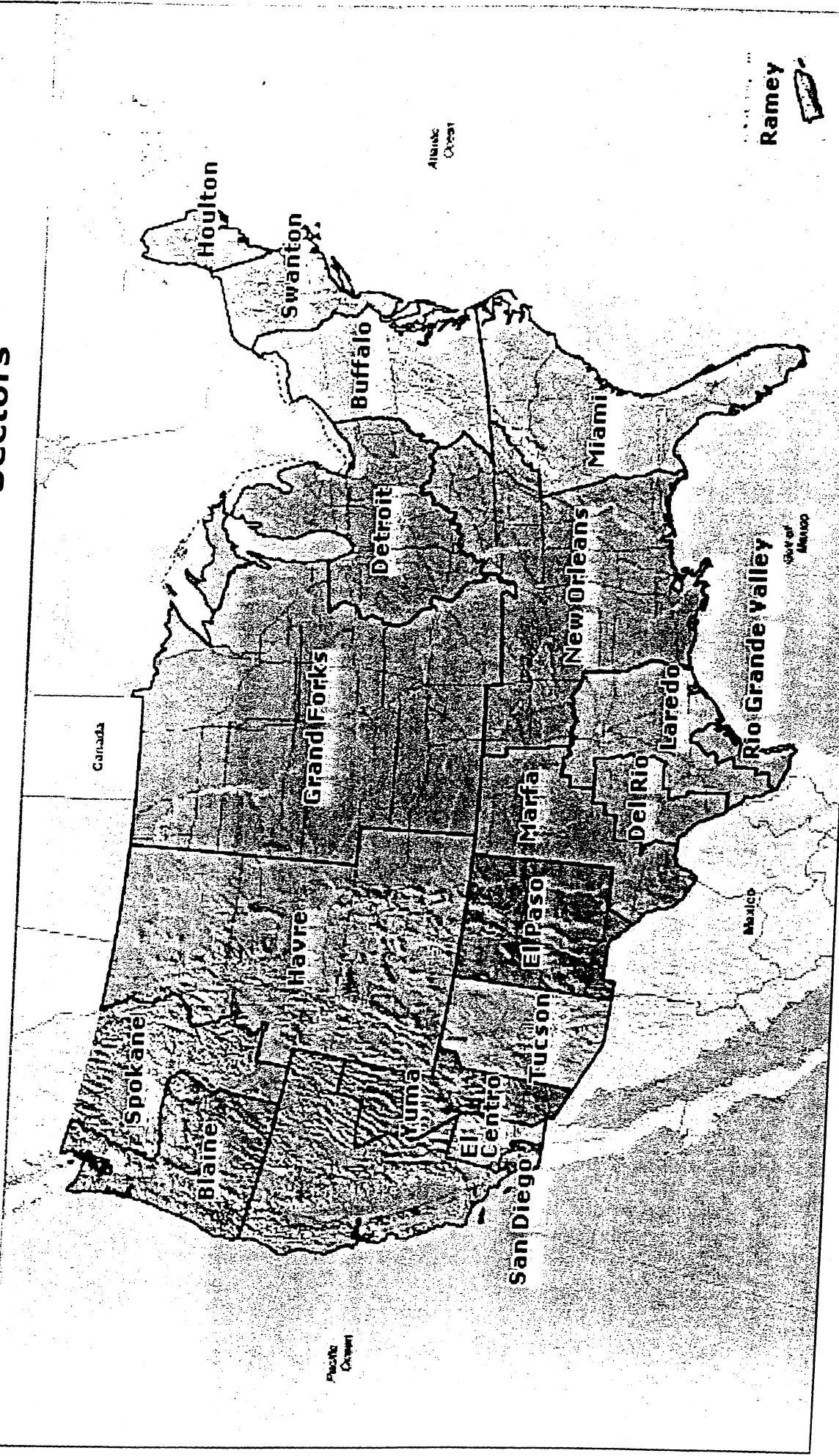
Appendix F

Statistics on undocumented immigration (submitted with testimony by Ana Yanez-Correa, Texas Criminal Justice Coalition to the Senate Committee on Transportation and Homeland Security, July 26, 2006) Statistics on immigration and crime rates (submitted by Ana Yanez-Correa, written by Robert J. Sampson, *New York Times*, "Open Doors Don't Invite Criminals", 11 Mar 2006)

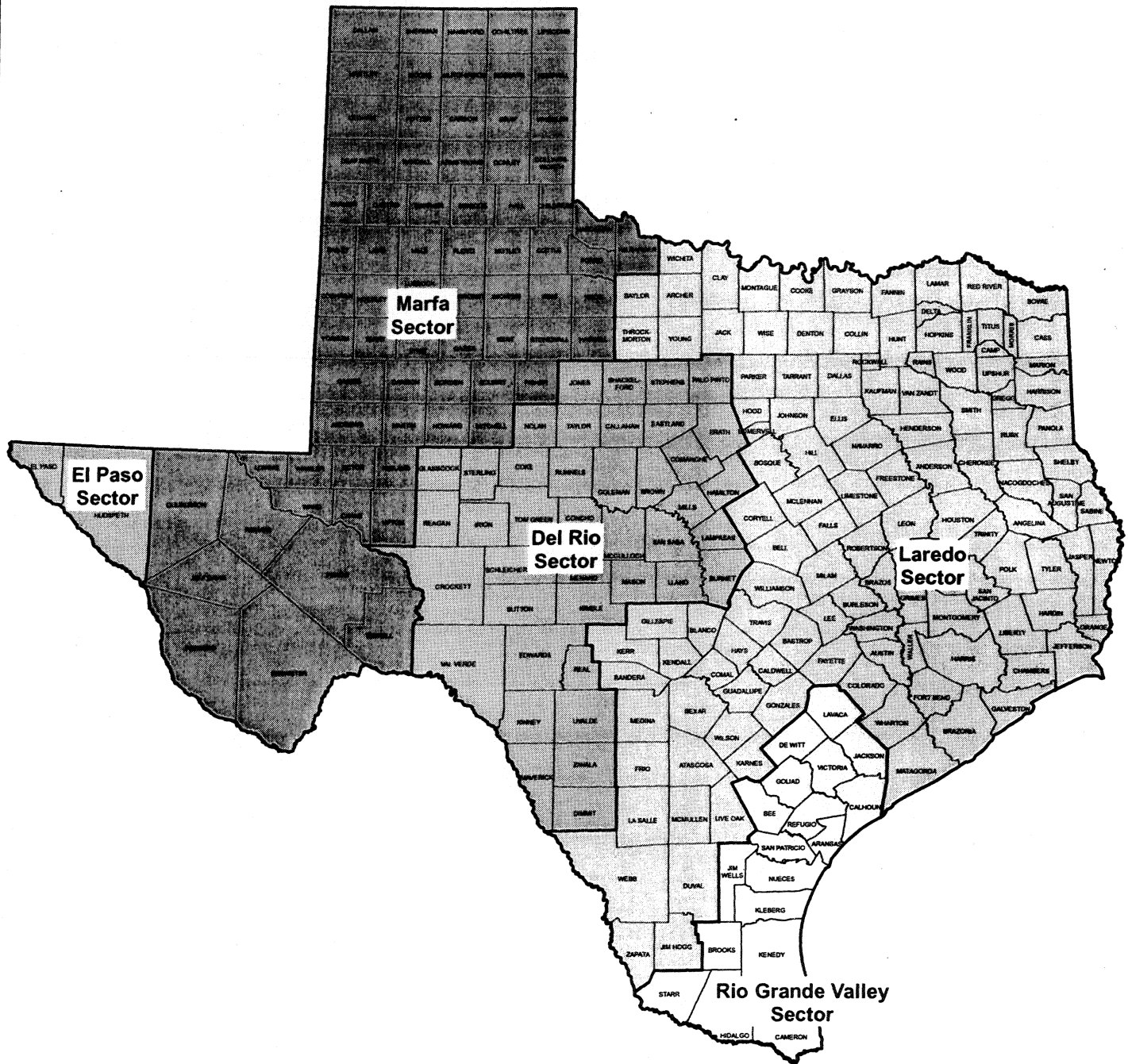
Appendix A



Office of Border Patrol - Sectors

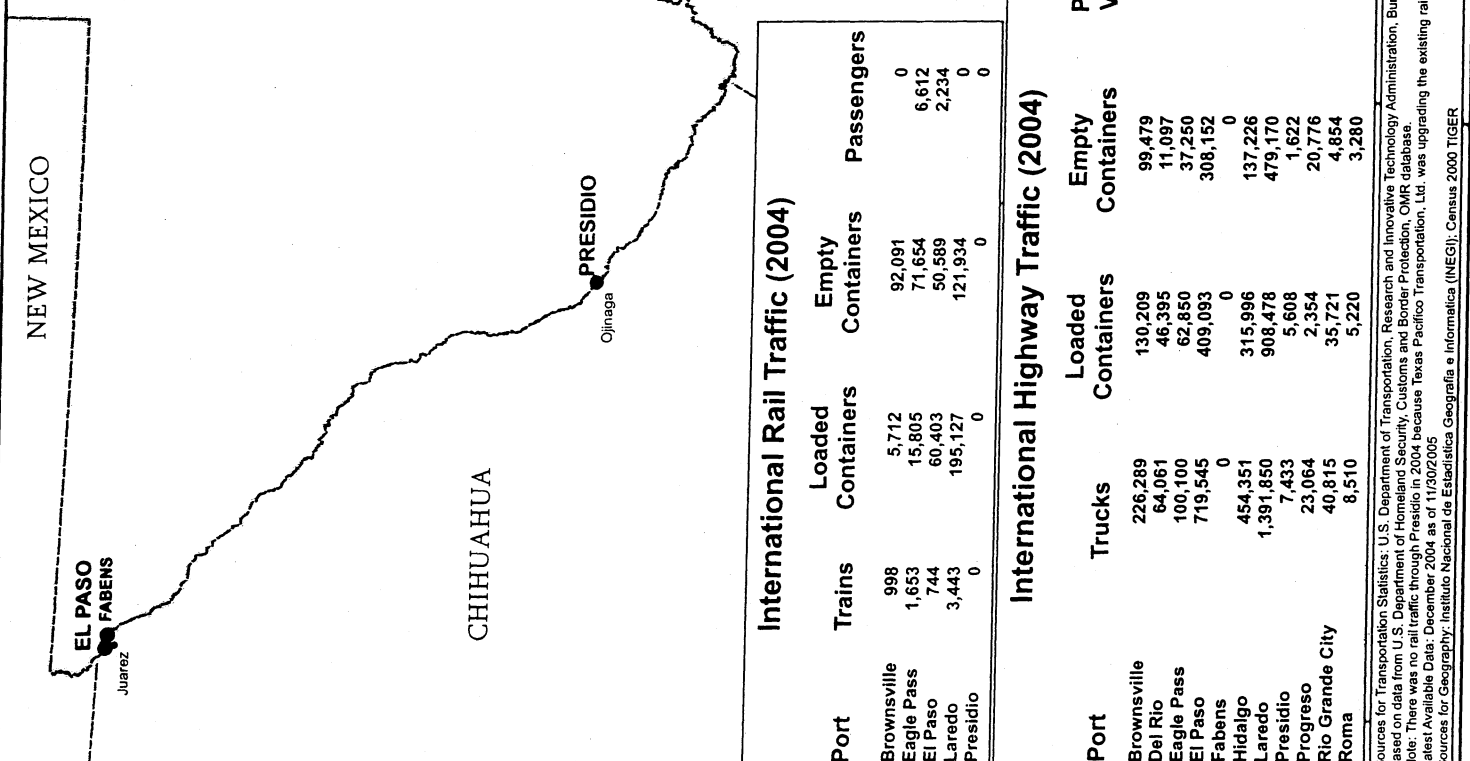


U.S. Customs and Border Protection Office of Border Patrol - Sectors



Note: The El Paso and Marfa sectors extend beyond Texas.
Source: U.S. Customs and Border Protection, July 2006

Texas-Mexico Ports of Entry



International Rail Traffic (2004)

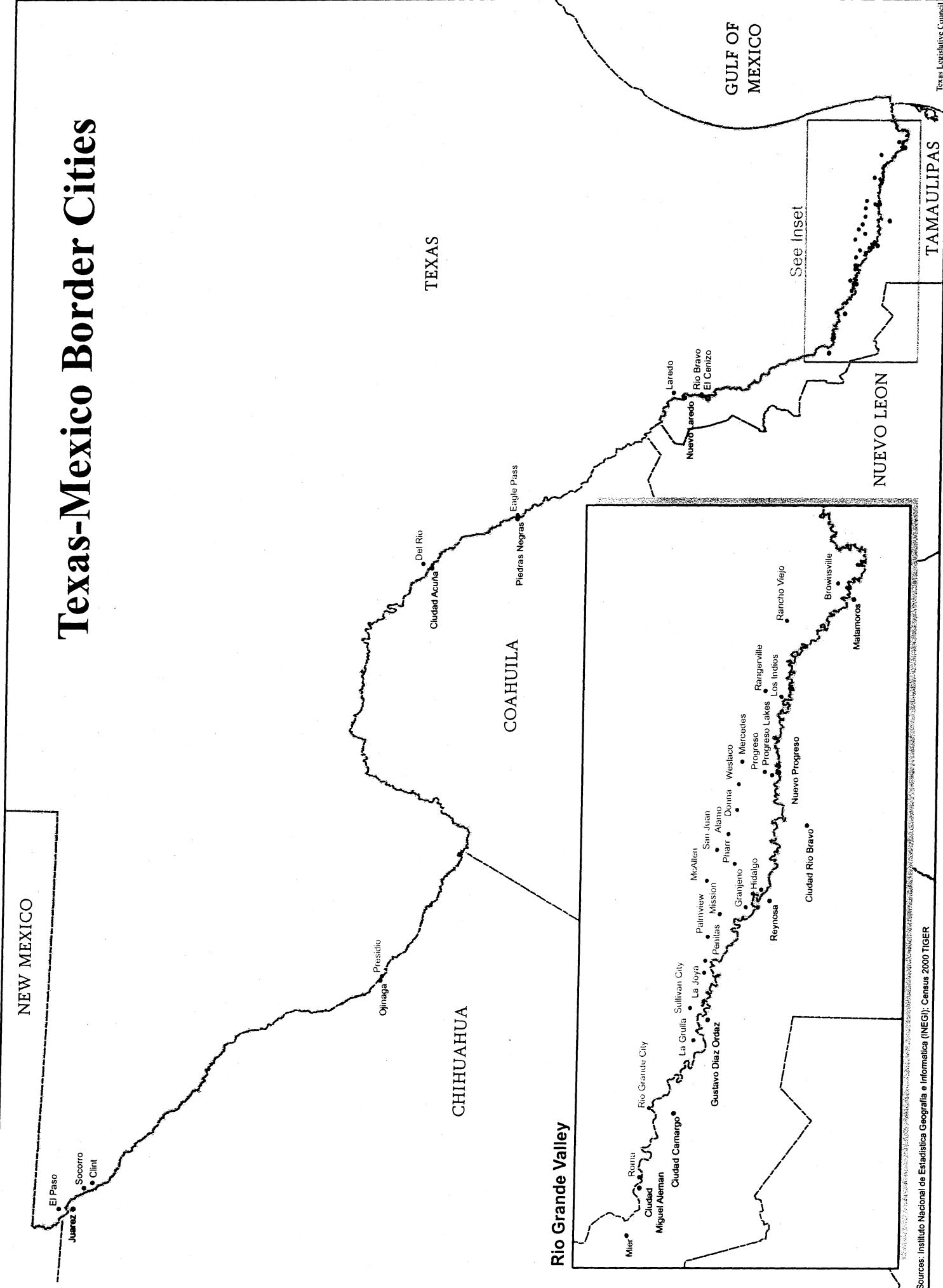
Port	Trains	Loaded Containers	Empty Containers	Passengers
Brownsville	998	5,712	92,091	0
Eagle Pass	1,653	15,805	71,654	6,612
El Paso	744	60,403	50,589	2,234
Laredo	3,443	195,127	121,934	0
Presidio	0	0	0	0

International Highway Traffic (2004)

Port	Trucks	Loaded Containers	Empty Containers	Personal Vehicles
Brownsville	226,289	130,209	99,479	7,211,401
Del Rio	64,061	46,395	11,097	1,881,658
Eagle Pass	100,100	62,650	37,250	3,580,066
El Paso	719,545	409,093	308,152	14,817,206
Fabens	0	0	0	651,007
Hidalgo	454,351	315,996	137,226	7,183,674
Laredo	1,391,850	908,478	479,170	6,725,119
Presidio	7,433	5,608	1,622	718,128
Progreso	23,064	2,354	20,776	1,120,869
Rio Grande City	40,815	35,721	4,854	692,329
Roma	8,510	5,220	3,280	1,223,819

Sources for Transportation Statistics: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Border Crossing/Entry Data. Based on data from U.S. Department of Homeland Security, Customs and Border Protection, OMR database.
 Note: There was no rail traffic through Presidio in 2004 because Texas Pacific Transportation, Ltd. was upgrading the existing railroad track.
 Latest Available Data: December 2004 as of 11/30/2005
 Sources for Geography: Instituto Nacional de Estadística Geografía e Informática (INEGI), Census 2000 TIGER

Texas-Mexico Border Cities



Appendix B

Texas Border Sheriff's Experience

COUNTY	SHERIFF	YRS.- SHERIFF	YRS.- OTHER	YRS.- TOTAL
El Paso	Leo Samaniego	22	28	50
Hudspeth	Arvin West	6	17	23
Culberson	Oscar E. Carrillo	6	10	16
Jeff Davis	Thomas "Tom" F. Roberts, Sr.	2	21	23
Presidio	Danny C. Dominguez	9	5	14
Brewster	Ronny D. Dodson	6	19	25
Terrell	William "Clint" McDonald, Jr.	2	18	20
Val Verde	A D'Wayne Jernigan	9	33	42
Kinney	Leland K. Burgess	10	30	40
Maverick	Tom Herrera	1	27	28
Dimmit	Michael "Doug" Sample	2.5	28	30.5
Webb	Rick Flores	1.5	16	17.5
Zapata	Sigifredo Gonzalez, Jr.	12	18	30
Starr	Reymundo "Ray" Guerra	8	20	28
Hidalgo	Guadalupe "Lupe" Trevino	1.5	30	31.5
Cameron	Omar Lucio	5	38	43
	TOTALS	103.5	358	461.5

OTMS BY COUNTRY 10/01/02 - 6/30/03
NORTHERN & SOUTHERN BORDER

DATA SOURCE: PAS

Sum of TOTAL OTMS	BORDER		
COUNTRY CODE	Northern Border	Southern Border	Grand Total
AFGHANISTAN	3	1	4
ALBANIA	30	63	93
ALGERIA	2	3	5
ANTIGUA-BARBUDA	1	1	2
ARGENTINA	14	69	83
ARMENIA	1	17	18
AUSTRALIA	13	6	19
AUSTRIA	1	1	2
BAHAMAS	1	1	2
BAHRAIN		1	1
BANGLADESH	10	7	17
BARBADOS	1		1
BELARUS	2	2	4
BELGIUM	3	3	6
BELIZE	1	23	24
BOLIVIA	2	27	29
BOSNIA-HERZEGOVINA		1	1
BOTSWANA		1	1
BRAZIL	105	3179	3284
BULGARIA	7	10	17
BURKINA FASO	1		1
BURMA	1	4	5
CAMEROON	1	2	3
CANADA	825	22	847
CAPE VERDE	1		1
CHILE	10	58	68
CHINA PEOPLES REPUBLIC OF	167	222	389
COLOMBIA	23	121	144
CONGO	1		1
COSTA RICA	135	116	251
CROATIA		1	1
CUBA	17	61	78
CZECH REPUBLIC	3	25	28
CZECHOSLOVAKIA	6	4	10
DENMARK		2	2
DJIBOUTI	1		1
DOMINICA	1		1
DOMINICAN REPUBLIC	51	276	327
ECUADOR	40	314	354
EGYPT	4	6	10
EL SALVADOR	61	6408	6469
ERITREA	2	3	5
ESTONIA	1	2	3
ETHIOPIA	2	5	7
FIJI	1		1

COUNTRY CODE	Northern Border	Southern Border	Grand Total
FRANCE	12	7	19
FRENCH POLYNESIA	1		1
GAMBIA	2	3	5
GEORGIA	5	8	13
GERMANY	13	9	22
GHANA	10	9	19
GREECE	4	1	5
GRENADA	1		1
GUATEMALA	185	4971	5156
GUINEA	1	2	3
GUINEA-BISSAU		1	1
GUYANA	4	15	19
HAITI	9	14	23
HONDURAS	103	9810	9913
HONG KONG	6		6
HUNGARY	3	9	12
INDIA	113	65	178
INDONESIA	12	23	35
IRAN	4	10	14
IRAQ	5	8	13
IRELAND	5	10	15
ISRAEL	28	36	64
ITALY	7	7	14
IVORY COAST		4	4
JAMAICA	36	30	66
JAPAN	9	10	19
JORDAN	2	11	13
KAMPUCHEA	1	2	3
KAZAKHSTAN	4		4
KENYA	11	27	38
KYRGYZSTAN		1	1
LAOS	4	3	7
LATVIA		2	2
LEBANON	8	8	16
LIBERIA		5	5
LITHUANIA	9	7	16
MACEDONIA	2	23	25
MALAYSIA	7	6	13
MALI	5	1	6
MAURITANIA	1		1
MICRONESIA FEDERATED STATES OF	2		2
MOLDOVA	6	1	7
MONGOLIA	3	2	5
MOROCCO	5	7	12
NEPAL	1	4	5
NETHERLANDS	4	5	9
NETHERLANDS ANTILLES	2		2
NEW ZEALAND	12	4	16
NICARAGUA	7	519	526
NIGERIA	11	21	32
NORTH KOREA	1		1

COUNTRY CODE	Northern Border	Southern Border	Grand Total
NORWAY	1	3	4
PAKISTAN	122	20	142
PANAMA	3	7	10
PARAGUAY	1	7	8
PERU	33	165	198
PHILIPPINES	10	51	61
POLAND	24	123	147
PORTUGAL	1	1	2
QATAR	2	1	3
ROMANIA	23	11	34
RUSSIA	24	19	43
RWANDA	1		1
SAUDI ARABIA		1	1
SENEGAL	5	3	8
SIERRA LEONE	2		2
SINGAPORE	1		1
SLOVAKIA	9	8	17
SLOVENIA		2	2
SOMALIA	1		1
SOUTH AFRICA	4	8	12
SOUTH KOREA	62	41	103
SPAIN	3	6	9
SRI LANKA	5	2	7
ST. LUCIA	1	1	2
SUDAN	3	4	7
SWEDEN	1	1	2
SWITZERLAND	2		2
SYRIA	4	3	7
TAIWAN	6	4	10
TANZANIA		1	1
THAILAND	4	3	7
TOGO		1	1
TRINIDAD AND TOBAGO	9	2	11
TUNISIA	1		1
TURKEY	21	10	31
UGANDA	5	2	7
UKRAINE	7	15	22
UNITED ARAB EMIRATES	3		3
UNITED KINGDOM	19	16	35
URUGUAY	16	9	25
UZBEKISTAN	8	2	10
VENEZUELA	14	37	51
VIETNAM	10	12	22
WESTERN SAHARA		3	3
YEMEN	3	5	8
YUGOSLAVIA	4	27	31
ZAMBIA	1	2	3
ZIMBABWE	1	1	2
Grand Total	2,718	27,429	30,147

OTMS BY COUNTRY 10/01/03 - 6/30/04
NORTHERN & SOUTHERN BORDER

DATA SOURCE: PAS

Sum of TOTAL OTMS	BORDER		
COUNTRY CODE	Northern Border	Southern Border	Grand Total
AFGHANISTAN		8	8
ALBANIA	22	64	86
ALGERIA	3	3	6
ANGOLA	1	1	2
ANGUILLA		1	1
ARGENTINA	22	63	85
ARMENIA	5	8	13
AUSTRALIA	5	3	8
AUSTRIA	2	3	5
BANGLADESH	6	15	21
BARBADOS	1		1
BELARUS	6		6
BELGIUM	1	1	2
BELIZE	3	26	29
BENIN	1		1
BOLIVIA	4	70	74
BRAZIL	122	4911	5033
BULGARIA	16	19	35
BURKINA FASO	2		2
BURMA	3	3	6
BURUNDI	1		1
CAMEROON	1		1
CANADA	712	12	724
CHAD	1		1
CHILE	7	41	48
CHINA PEOPLES REPUBLIC OF	144	460	604
COLOMBIA	55	105	160
CONGO	1	1	2
COSTA RICA	122	205	327
CROATIA		2	2
CUBA	16	91	107
CZECH REPUBLIC	13	12	25
CZECHOSLOVAKIA	1	4	5
DENMARK	3		3
DOMINICA	2		2
DOMINICAN REPUBLIC	42	253	295
ECUADOR	68	380	448
EGYPT	4	9	13
EL SALVADOR	75	11105	11180
ERITREA		15	15
ESTONIA	2		2
ETHIOPIA	2	28	30
FIJI		1	1
FRANCE	18	5	23
GAMBIA	1	2	3

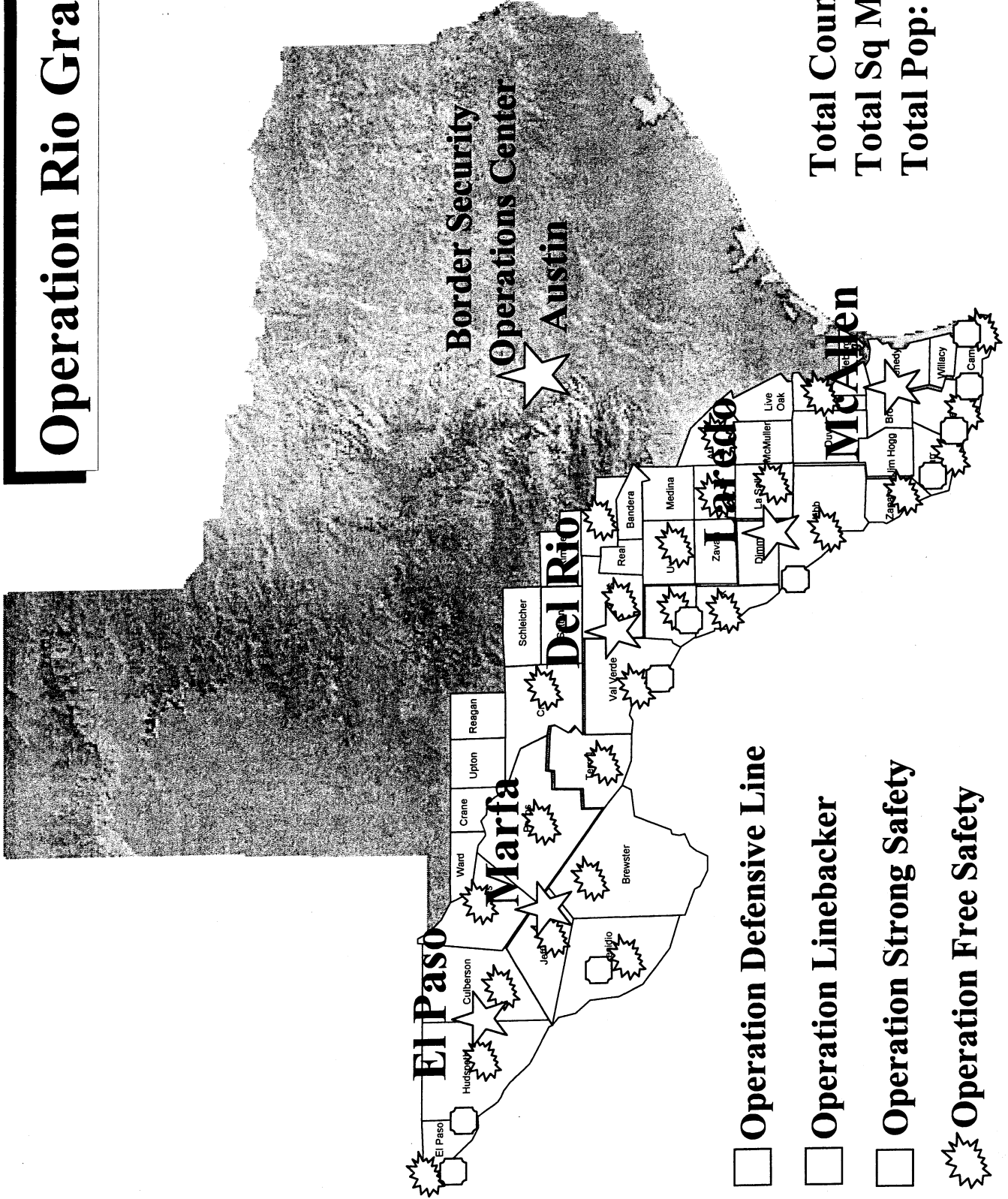
COUNTRY CODE	Northern Border	Southern Border	Grand Total
GEORGIA	1		1
GERMANY	8	8	16
GHANA	10	8	18
GREECE	3	1	4
GRENADA	6	1	7
GUATEMALA	227	6901	7128
GUINEA	6		6
GUYANA	10	1	11
HAITI	8	50	58
HONDURAS	138	14906	15044
HONG KONG	1		1
HUNGARY	6	5	11
INDIA	201	36	237
INDONESIA	7	13	20
IRAN	3	7	10
IRAQ	2	5	7
IRELAND	8	3	11
ISRAEL	32	23	55
ITALY	7	9	16
IVORY COAST	5	2	7
JAMAICA	33	34	67
JAPAN	5	5	10
JORDAN	5	9	14
KAMPUCHEA		6	6
KAZAKHSTAN	2		2
KENYA	8	19	27
KOREA	5	20	25
KUWAIT		3	3
KYRGYZSTAN		1	1
LAOS	11	3	14
LATVIA	5	1	6
LEBANON	5	8	13
LIBERIA		7	7
LITHUANIA	3	4	7
MACEDONIA	5	16	21
MALAWI	1	2	3
MALAYSIA	4	1	5
MALI	5	2	7
MALTA		10	10
MARSHALL ISLANDS	1		1
MAURITANIA	1	1	2
MOLDOVA	3		3
MONGOLIA	1	7	8
MOROCCO	3	2	5
NEPAL	9	11	20
NETHERLANDS	7	4	11
NETHERLANDS ANTILLES		1	1
NEW ZEALAND	10	2	12
NICARAGUA	9	898	907
NIGER		1	1
NIGERIA	12	20	32

COUNTRY CODE	Northern Border	Southern Border	Grand Total
NORTH KOREA	8		8
NORWAY		1	1
OMAN	1		1
PAKISTAN	103	19	122
PANAMA	1	20	21
PAPUA NEW GUINEA		1	1
PARAGUAY	7	14	21
PERU	42	172	214
PHILIPPINES	16	37	53
POLAND	36	126	162
PORTUGAL	11	2	13
QATAR	1		1
ROMANIA	16	27	43
RUSSIA	21	10	31
SAUDI ARABIA		6	6
SENEGAL	5		5
SIERRA LEONE	1	2	3
SINGAPORE	2	1	3
SLOVAKIA	15	2	17
SOMALIA	3	3	6
SOUTH AFRICA	2	4	6
SOUTH KOREA	60	63	123
SPAIN	3	4	7
SRI LANKA	6	2	8
ST. LUCIA	4		4
ST. VINCENT-GRENADINES	2		2
STATELESS	1		1
SUDAN	2	3	5
SURINAME		1	1
SWAZILAND	1	1	2
SWEDEN		1	1
SWITZERLAND	1	2	3
SYRIA	1	5	6
TAIWAN	5	1	6
TAJIKISTAN	2		2
TANZANIA	1	2	3
THAILAND	8	7	15
TONGA		6	6
TRINIDAD AND TOBAGO	16	4	20
TUNISIA		4	4
TURKEY	11	11	22
UGANDA	3	2	5
UKRAINE	15	8	23
UNITED KINGDOM	27	20	47
UNKNOWN	6	2	8
URUGUAY	13	21	34
USSR	1		1
UZBEKISTAN	8	2	10
VENEZUELA	9	55	64
VIETNAM	5	6	11
WEST GERMANY	1		1

COUNTRY CODE	Northern Border	Southern Border	Grand Total
WESTERN SAHARA		2	2
YEMEN	2		2
YUGOSLAVIA	4	49	53
ZAMBIA	2	2	4
ZIMBABWE	1	2	3
(blank)	2		2
Grand Total	2,872	41,742	44,614

Appendix C

Operation Rio Grande



Total Counties: 45
Total Sq Miles: 81,630
Total Pop: 2,583,635

Operation Linebacker

Brewster County

	Item	Budget	Amount Reimbursed
Personnel			
Contractual		\$ 108,902	\$ 41,691.80
Equipment		\$ 7,755	
	Grill Guard - purchased	\$ 212,449	\$ 174,888.96
	LED Lightbars - purchased		
	Supplemental LED - purchased		
	Traffic Directors - purchased		
	Siren Box Switch - purchased		
	GPS System		
	Mobile Vision Camera System - purchased		
	3 Night Vision Goggles - purchased		
	3 Stalker Radar - purchased		
	Console (Jotto Desk) - purchased		
	Police Radios - purchased		
	Satellite Radio with Mag Mount Antenna		
	Graphics Package - purchased		
	Surveillance Equipment		
	5 Vehicles - purchased		
	UCR Capable Reporting Software - purchased		
	Server - purchased		
	Computers - purchased		
	Equipment Installation - purchased		
Supplies			
	Vehicle Operating Expenses	\$ 38,394	\$ 40,613.43
	Communications Costs (satellite antenna set-up and fees)		
	Headlight Alternator		
	Siren Speaker		
TOTAL		\$ 367,500	\$ 257,194.19

Cameron County

	Item	Budget	Amount Reimbursed
Personnel			
	Deputy	\$ 214,931	\$ 114,736.82
Travel			
Equipment			
	4 Four Wheel Drive Vehicles - purchased	\$ 12,000	\$ 5,991.54
	Radios for Vehicles	\$ 126,569	\$ 89,129.08
	Radios Portable		
	Overhead Lights		
Supplies	Vehicle Accessories (wig-wag lights, control boxes, sirens, cages)		
		\$ 14,000	\$ 7,755.00
TOTAL		\$ 367,500	\$ 217,612.44

Culberson County

	Item	Budget	Amount Reimbursed
Personnel	Deputy	\$ 185,081	\$ 107,141.48
	Administrative Clerk		
Travel			
Equipment	Laptop Computer	\$ 10,000	\$ 5,963.17
	2 Vehicles 4 X 4 - purchased	\$ 129,409	\$ 123,155.90
	Radios		
	Portable Radios		
	2 ATVs - purchased		
	Trailer		
	Night Vision Binoculars		
	6 Bulletproof Vests - purchased		
	GPS Systems		
	Office Supplies and Maintenance		
Supplies	Vehicle Fuel	\$ 43,010	\$ 7,940.09
	Vehicle Maintenance		
	Project Supplies (binoculars, camaras, flashlights, flexicuffs, water containers)		
TOTAL		\$ 367,500	\$ 244,200.64

Dimmit County

	Item	Budget	Amount Reimbursed
Personnel			
Travel		\$ 82,502	\$ 67,609.00
Equipment		\$ 6,800	\$ 3,911.00
	6 Vehicles - purchased	\$ 230,471	\$ 233,308.00
	Body Armor		
	Mobile Radios - purchased		
	Portable Radios		
	Binoculars		
	Night Vision Scopes - purchased		
	Digital Cameras		
	Rechargeable Lights		
	Density Meter		
	Camcorder and Accessories		
Supplies	Fuel and Oil		
	Vehicle Maintenance	\$ 47,727	\$ 19,047.00
	Office Supplies and Maintenance		
	First Aid Kits/ Flares		
	Flex Cuffs		
TOTAL		\$ 367,500	\$ 323,875.00

El Paso County

	Item	Budget	Amount Reimbursed
Personnel			
Travel		\$ 241,692	\$ 223,594.42
Equipment		\$ 9,778	\$ 4,173.02
	Ford Expeditions		
	GPS		
	Night Vision		
Supplies			
	Fuel		
	Fire Extinguishers	\$ 20,430	\$ 12,188.12
	First Aid Kits		
TOTAL		\$ 367,500	\$ 239,955.56

Hidalgo County

	Item	Budget	Amount Reimbursed
Personnel	Sergeant	\$ 293,879	\$ 109,936.12
	Deputy		
Supplies	Lease Vehicles	\$ 73,621	\$ 12,322.72
	Vehicle Insurance		
	Fuel, Oil, and Vehicle Maintenance		
TOTAL		\$ 367,500	\$ 122,258.84

Hudspeth County

	Item	Budget	Amount Reimbursed
Personnel	Deputy	\$ 190,624	\$ 130,279.10
	Travel		
Equipment		\$ 26,500	\$ 34,795.78
	Portable Radios w/ Encryption Capability - purchased		
	5 GPS Systems - purchased	\$ 106,364	\$ 106,343.99
	Night Vision Goggles - purchased		
	3 Vehicles - purchased		
	3 ATVs - purchased		
	Laptop and Printer - purchased		
	Digital Cameras w/ Memory Cards - purchased		
	Camcorder - purchased		
	Vehicle (2 Four Wheel Drive Pick-Ups)		
	Fuel, Oil, and Vehicle Maintenance		
	Uniforms	\$ 44,012	\$ 32,484.45
	Project Supplies		
TOTAL		\$ 367,500	\$ 303,903.32

Jeff Davis County

		Item	
Personnel		Budget	Amount Reimbursed
	Reserve Officers	\$ 36,023	\$ -
Travel			
Equipment			
	4 Vehicles - purchased	\$ 9,700	\$ -
	Bulletproof Vests	\$ 214,703	\$ 150,144.00
	Computers with Printers		
	Laptop Computer with Printer		
	Night Vision Goggles		
	ATV		
	Trailers for ATVs		
	Cameras with Telephoto Lenses		
	Portable Generator with Lights		
Supplies			
	GPS Tracking Device	\$ 107,074	\$ -
	Binoculars		
	Digital Cameras		
	35mm Cameras		
	Camel Backs		
	Camping Equipment		
	Office Supplies		
	Vehicle Fuel and Oil		
	Project Supplies (batteries, film, etc)		
	Cell Phone and Communications Costs		
	Uniforms		
	Vehicle Repairs and Maintenance		
	Equipment Repairs and Maintenance		
TOTAL		\$ 367,500	\$ 150,144.00

Kinney County

	Item	Budget	Amount Reimbursed
Personnel	Clerical Support	\$ 190,477	\$ 154,508.78
	Deputy		
Equipment			
	4 4x4 Vehicles - purchased	\$ 144,820	\$ 144,819.75
Supplies	Fuel and Vehicle Maintenance	\$ 32,203	\$ 23,575.14
	Uniforms		
	Insurance		
	Psychological Exams		
	Bond Fees		
	Project Supplies		
TOTAL		\$ 367,500	\$ 322,903.67

Maverick County

	Item	Budget	Amount Reimbursed
Personnel			
Travel		\$ 191,373	\$ 166,750.00
Equipment		\$ 6,000	
	4 Vehicles- purchased	\$ 142,227	\$ 138,708.00
Supplies	Fuel, Oil, and Vehicle Maintenance		
	Vehicle Insurance	\$ 27,900	\$ 33,447.00
	Cell Phones		
TOTAL		\$ 367,500	\$ 338,905.00

Presidio County

Personnel	Item	Budget	Amount Reimbursed
	Secretary	\$ 99,348	\$ 81,041.27
Travel			
Equipment			
	3 Vehicles - purchased	\$ 4,500	\$ 5,735.77
	Two-Way Radios - purchased	\$ 208,481	\$ 185,352.95
	Two-Way Radios - purchased		
	Satellite Communications Systems w/ Phone Units - purchased		
	Lights/Accessories - purchased		
	Camera Systems for Vehicles - purchased		
	Radar Units - purchased		
	Ballistic Vests		
	Laptops - purchased		
	Night Vision Goggles		
	Night Vision Binoculars - purchased		
	Night Vision Scopes - purchased		
	5 ATVs - purchased		
	Infrared Heat Sensor Units - purchased		
	GPS Systems - purchased		
	Firearms - purchased		
	Surveillance Equipment - purchased		
	4 Computers - purchased		
	Vehicle Lights - purchased		
Supplies			
	Fuel	\$ 55,171	\$ 33,099.30
	Streamlight High Performance Tactical Lights		
	Vehicle Insurance		
	ATV Protective Gear		
	Office Supplies		
	Fingerprint Field Kit		
	Computer Stands for Vehicles		
	Project Supplies		

TOTAL		\$ 367,500	\$	305,229.29
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Starr County

	Item	Budget	Amount Reimbursed
Personnel			
Equipment		\$ 310,973	\$ 165,835.89
	GPS	\$ 4,500	\$ 4,500.00
	Night Vision Goggles		
Supplies			
	Vehicle Operating Expenses	\$ 52,027	\$ 13,989.39
TOTAL		\$ 367,500	\$ 184,325.28

Val Verde County

	Item	Budget	Amount Reimbursed
Personnel			
	Deputy	\$ 205,000	\$ 124,496.57
Travel			
Equipment			
	3 Trucks - purchased	\$ 12,000	\$ 9,194.54
Supplies			
	3 Trucks - purchased	\$ 118,500	\$ 88,179.60
	Vehicle Maintenance	\$ 32,000	\$ 17,675.82
	Project Supplies		
	Office Supplies		
TOTAL		\$ 367,500	\$ 239,546.53

Webb County

Item		Budget	Amount Reimbursed
Personnel			
Equipment		\$ 178,500	\$ 89,757.16
	2 Motorcycles - purchased	\$ 189,000	\$ 11,015.00
	1 Utility Trailer - purchased		
	Portable Radios		
	Bone Conduction Mics		
	Vehicle		
	Ballistic Helmets		
	Tactical Cutting Tools		
	Tactical Load Vest		
	Night Vision Goggles		
	Tactical Flashlights		
TOTAL		\$ 367,500	\$ 100,772.16

Zapata County

Item	Budget	Amount Reimbursed
Personnel		
Travel	\$ 323,450	\$ 161,205.82
Equipment	\$ 10,000	\$ 8,695.55
GPS	\$ 4,500	\$ 4,076.00
Night Vision Goggles		
Supplies		
Project Supplies	\$ 29,550	\$ 10,131.83
TOTAL	\$ 367,500	\$ 184,109.20

Appendix D

GAO

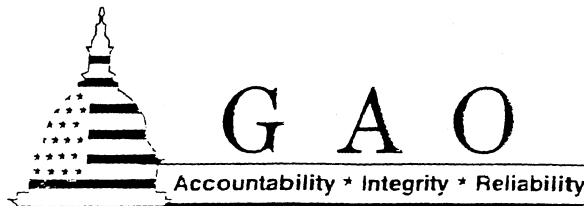
Testimony
Before the Subcommittee on International
Terrorism and Nonproliferation,
Committee on International Relations,
House of Representatives

For Release on Delivery
Expected at 10:00 a.m. MDT
Friday, July 7, 2006

BORDER SECURITY

**Investigators Transported
Radioactive Sources
Across Our Nation's
Borders at Two Locations**

Statement of Gregory D. Kutz, Managing Director
Forensic Audits and Special Investigations





Highlights of GAO-06-940T, testimony before the Subcommittee on International Terrorism and Non-Proliferation, Committee on International Relations, House of Representatives

BORDER SECURITY

Investigators Transported Radioactive Sources Across Our Nation's Borders at Two Locations

Why GAO Did This Study

Given today's unprecedented terrorism threat environment and the resulting widespread congressional and public interest in the security of our nation's borders, GAO conducted an investigation testing whether radioactive sources could be smuggled across U.S. borders.

Most travelers enter the United States through the nation's 154 land border ports of entry. Department of Homeland Security U.S. Customs and Border Protection (CBP) inspectors at ports of entry are responsible for the primary inspection of travelers to determine their admissibility into the United States and to enforce laws related to preventing the entry of contraband, such as drugs and weapons of mass destruction.

GAO's testimony provides the results of undercover tests made by its investigators to determine whether monitors at U.S. ports of entry detect radioactive sources in vehicles attempting to enter the United States. GAO also provides observations regarding the procedures that CBP inspectors followed during its investigation.

GAO has also issued a report on the results of this investigation (GAO-06-545R).

What GAO Found

For the purposes of this undercover investigation, GAO purchased a small amount of radioactive sources and one secure container used to safely store and transport the material from a commercial source over the telephone. One of GAO's investigators, posing as an employee of a fictitious company located in Washington, D.C., stated that the purpose of his purchase was to use the radioactive sources to calibrate personal radiation detection pagers. The purchase was not challenged because suppliers are not required to determine whether prospective buyers have legitimate uses for radioactive sources, nor are suppliers required to ask a buyer to produce an NRC document when purchasing in small quantities. The amount of radioactive sources GAO's investigator sought to purchase did not require an NRC document. Subsequently, the company mailed the radioactive sources to an address in Washington, D.C.

The radiation portal monitors properly signaled the presence of radioactive material when our two teams of investigators conducted simultaneous border crossings. Our investigators' vehicles were inspected in accordance with most of the CBP policy at both the northern and southern borders. However, GAO's investigators, using counterfeit documents, were able to enter the United States with enough radioactive sources in the trunks of their vehicles to make two dirty bombs. According to the Centers for Disease Control and Prevention, a dirty bomb is a mix of explosives, such as dynamite, with radioactive powder or pellets. When the dynamite or other explosives are set off, the blast carries radioactive material into the surrounding area. The direct costs of cleanup and the indirect losses in trade and business in the contaminated areas could be large. Hence, dirty bombs are generally considered to be weapons of mass disruption instead of weapons of mass destruction. GAO investigators were able to successfully represent themselves as employees of a fictitious company present a counterfeit bill of lading and a counterfeit NRC document during the secondary inspections at both locations. The CBP inspectors never questioned the authenticity of the investigators' counterfeit bill of lading or the counterfeit NRC document authorizing them to receive, acquire, possess, and transfer radioactive sources.

Mr. Chairman and Members of the Subcommittee:

Thank you for the opportunity to discuss our investigation of potential security weaknesses associated with the installation of radiation detection equipment at U.S. ports of entry. To address the threat of dirty bombs and other nuclear material, the federal government has programs in place that regulate the transportation of radioactive sources and to prevent illegal transport of radioactive sources across our nation's borders. The Department of Homeland Security through the U.S. Customs and Border Protection (CBP) uses radiation detection equipment at ports of entry to prevent such illicit entry of radioactive sources. The goal of CBP's inspection program is to "...thwart the operations of terrorist organizations by detecting, disrupting, and preventing the cross-border travel of terrorists, terrorist funding, and terrorist implements, including Weapons of Mass Destruction and their precursors." Deploying radiation detection equipment is part of CBP's strategy for thwarting radiological terrorism and CBP is using a range of such equipment to meet its goal of screening all cargo, vehicles, and individuals coming into the United States.

Most travelers enter the United States through the nation's 154 land border ports of entry. CBP inspectors at ports of entry are responsible for the primary inspection of travelers to determine their admissibility into the United States and to enforce laws related to preventing the entry of contraband, such as drugs and weapons of mass destruction.

Our investigation was conducted as a result of widespread congressional and public interest in the security of our nation's borders, given today's unprecedented terrorism threat environment. Our investigation was conducted under the premise that given today's security environment, our nation's borders must be protected from the smuggling of radioactive sources by terrorists.

This testimony will provide the results of our work related to testing whether the radiation portal monitors installed at the U.S. ports of entry would detect radioactive sources transported in vehicles attempting to enter the United States. We will also provide our observations regarding the procedures that CBP inspectors followed when the radiation portal monitors detected such material. In addition, at the request of the Chairman of the Senate Permanent Subcommittee on Investigations, Committee on Homeland Security and Governmental Affairs, we issued in March 2006 a detailed report with corrective action briefings to CBP and

As part of our investigation, we purchased a small quantity of the radioactive sources from a commercial source by posing as an employee of a fictitious company. This was to demonstrate that anyone can purchase small quantities of radioactive sources for stockpiling because suppliers are not required to exercise due diligence to determine whether the buyer has a legitimate use for the radioactive sources and suppliers are not required to ask the buyer to produce an NRC document when making purchases in small quantities. We then deployed two teams of investigators to the field to make simultaneous border crossings at the northern and southern borders in an attempt to transport radioactive sources into the United States.

While making our simultaneous crossings, we focused our investigation on whether the radiation portal monitors would detect the radioactive sources we carried and whether CBP inspectors exercised due diligence to determine the authenticity of paperwork presented by individuals attempting to transport radioactive sources across our borders. Although we offer observations on the procedures that CBP inspectors followed for our two border crossings, we did not evaluate the adequacy of the design or effectiveness of those procedures. Our investigation also tested whether an NRC document could be counterfeited using data easily accessible and available to the public. We conducted our investigation from July 2005 through December 2005 in accordance with quality standards for investigations as set forth by the President's Council on Integrity and Efficiency.

Summary

For the purposes of this undercover investigation, we purchased a small amount of radioactive sources and one container used to store and transport the material from a commercial source over the telephone. One of our investigators, posing as an employee of a fictitious company located in Washington, D.C., stated that the purpose of his purchase was to use the radioactive sources to calibrate personal radiation detection pagers. The purchase was not challenged because suppliers are not required to determine whether a buyer has a legitimate use for the radioactive sources, nor are suppliers required to ask the buyer to produce an NRC document when making purchases in small quantities.

The radiation portal monitors properly signaled the presence of radioactive material when our two teams of investigators conducted simultaneous border crossings. Our investigators' vehicles were inspected in accordance with most of the CBP policy at both the northern and southern borders. However, our investigators, using counterfeit documents, were able to enter the United States with enough radioactive sources in the trunks of their vehicles to make two dirty bombs.

Two Teams of
Investigators
Conducted
Simultaneous
Crossings at the U.S.-
Canadian Border and
U.S.-Mexican Border

Northern Border Crossing

On December 14, 2005, our investigators placed two containers of radioactive sources into the trunk of their rental vehicle. Our investigators – acting in an undercover capacity – drove to an official port of entry between Canada and the United States. They also had in their possession a counterfeit bill of lading in the name of a fictitious company and a counterfeit NRC document.

At the primary checkpoint, our investigators were signaled to drive through the radiation portal monitors and to meet the CBP inspector at the booth for their primary inspection. As our investigators drove past the radiation portal monitors and approached the primary checkpoint booth, they observed the CBP inspector look down and reach to his right side of his booth. Our investigators assumed that the radiation portal monitors had activated and signaled the presence of radioactive sources. The CBP inspector asked our investigators for identification and asked them where they lived. One of our investigators on the two-man undercover team handed the CBP inspector both of their passports and told him that he lived in Maryland while the second investigator told the CBP inspector that he lived in Virginia.

The CBP inspector also asked our investigators to identify what they were transporting in their vehicle. One of our investigators told the CBP inspector that they were transporting specialized equipment back to the United States. A second CBP inspector, who had come over to assist the first inspector, asked what else our investigators were transporting. One of our investigators told the CBP inspectors that they were transporting radioactive sources for the specialized equipment. The CBP inspector in the primary checkpoint booth appeared to be writing down the information. Our investigators were then directed to park in a secondary

investigators told the CBP inspector that they were returning from a business trip in Mexico and were not bringing anything into the United States from Mexico.

While our investigators remained inside their vehicle, the CBP inspector used what appeared to be a RIID to scan the outside of the vehicle. One of our investigators told him that they were transporting specialized equipment. The CBP inspector asked one of our investigators to open the trunk of the rental vehicle and to show him the specialized equipment. Our investigator told the CBP inspector that they were transporting radioactive sources in addition to the specialized equipment. The primary CBP inspector then directed our investigators to park in a secondary inspection zone for further inspection.

During the secondary inspection, the CBP inspector said he needed to verify the type of material our investigators were transporting, and another CBP inspector approached with what appeared to be a RIID to scan the cardboard boxes where the radioactive sources was placed. The instrumentation confirmed the presence of radioactive sources.

When asked again about the purpose of their visit to Mexico, one of our investigators told the CBP inspector that they had used the radioactive sources in a demonstration designed to secure additional business for their company. The CBP inspector asked for paperwork authorizing them to transport the equipment to Mexico. One of our investigators provided the counterfeit bill of lading on letterhead stationery, as well as their counterfeit NRC document. The CBP inspector took the paperwork provided by our investigators and walked into the CBP station. He returned several minutes later and returned the paperwork. At no time did the CBP inspector question the validity of the counterfeit bill of lading or the counterfeit NRC document.

Corrective Action Briefings

We conducted corrective action briefings with CBP and NRC officials shortly after completing our undercover operations. On December 21, 2005, we briefed CBP officials about the results of our border crossing tests. CBP officials agreed to work with the NRC and CBP's Laboratories and Scientific Services to come up with a way to verify the authenticity of NRC materials documents.

We conducted two corrective action briefings with NRC officials on January 12 and January 24, 2006, about the results of our border crossing tests. NRC officials disagreed with the amount of radioactive material we determined was needed to produce a dirty bomb, noting that NRC's "concern threshold" is significantly higher. We continue to believe that our

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Appendix E

CBO TESTIMONY

**Statement of
Paul R. Cullinan
Chief, Human Resources Cost Estimates Unit**

The Budgetary Impact of Current and Proposed Border Security and Immigration Policies

**before the
Committee on the Budget
United States Senate**

August 30, 2006

This document is embargoed until it is delivered at 2:30 p.m. (MDT) on Wednesday, August 30, 2006. The contents may not be published, transmitted, or otherwise communicated by any print, broadcast, or electronic media before that time.



**CONGRESSIONAL BUDGET OFFICE
SECOND AND D STREETS, S.W.
WASHINGTON, D.C. 20515**

Mr. Chairman and Members of the Committee, thank you for the opportunity to appear before you to discuss the budgetary and economic effects of immigration and border security policies.

Following are the major points I would like to make today:

- Immigration reform and border enforcement could have significant effects on federal spending and revenues. For example, the Congressional Budget Office (CBO) and the Joint Committee on Taxation (JCT) estimate that if S. 2611, the Comprehensive Immigration Reform Act of 2006, was enacted with certain technical changes, federal spending for mandatory programs would rise by \$48 billion over the next 10 years and revenues would climb by \$44 billion.¹ In addition, CBO estimates, implementation of S. 2611 would require roughly \$81 billion in additional appropriations over the 10-year period, resulting in \$78 billion in added outlays.
- Changes in immigration policy could have measurable effects on labor markets and the economy. In CBO's estimation, S. 2611 would increase economic growth but only by a small degree.
- A rise in immigration could improve the financial outlook for the Social Security system, but if the magnitude of such an increase was similar to that foreseen in recent legislation, its effects would not avert the projected funding shortfall in the program's long-term outlook.
- Tightening border security and enforcing employment eligibility verification more stringently would require future Congresses to allocate significantly greater resources to those activities than have been provided in recent years.

Overview of S. 2611 and H.R. 4437

Before addressing the major points outlined above, it may be useful to compare the two immigration bills that have been passed by the House and the Senate (see Table 1). The House bill, H.R. 4437, focuses on border security and employment eligibility verification. The Senate bill also addresses those issues but in addition would make major changes in the avenues for legal immigration and would authorize additional funding for immigration and customs personnel, detention facilities, and workplace compliance staff. Further, S. 2611 would establish a process for many of those who currently work illegally in the United States to adjust their status to remain in the country legally.

1. The technical changes would affect subsection 601(b) of the act, which provides an exemption from criminal and civil tax liabilities for employers that hire workers who have applied to have their legal status changed. JCT estimates that the act as written would reduce payroll and income tax revenues by \$80.3 billion over the next 10 years. The act as intended, according to the description by Judiciary Committee staff, would increase such revenues by \$41.9 billion, in JCT's estimation. CBO's estimate of the revenues from fines, penalties, and fees (\$1.7 billion) is unaffected by that drafting issue.

Table 1.

Comparing Major Elements of the House and Senate Immigration Bills

Provisions Affecting:	H.R. 4437	S. 2611
Border Enforcement	Additional personnel and other resources at ports of entry; 730 miles of fencing	Additional personnel and resources at ports of entry; additional border patrol agents; 420 miles of fencing and 700 miles of vehicle barriers
Alien Detention	Reimbursements to state and local governments for costs of detaining aliens	Reimbursements to state and local governments for costs of detaining aliens; acquisition of additional space for detention of not less than 20,000 aliens
Other Immigration Enforcement	Broadened coverage of the definition of alien smuggling; upgraded penalty for illegal presence; stiffened penalties for repeat offenders	Broadened coverage of the definition of alien smuggling; upgraded penalty for illegal presence; stiffened penalties for repeat offenders
Employment Eligibility Verification and Compliance	Mandatory employment eligibility verification of new employees by all employers, to take effect two years after enactment; eligibility verification of all other employees within six years after enactment	Mandatory employment eligibility verification by all employers, to take effect 18 months after the appropriation of at least \$400 million; eligibility verification of critical employees to take effect immediately
Guest-Worker Program	None	Admission of a maximum of 200,000 guest workers (plus their dependents) annually
Employer-Sponsored and Family-Based Visas	No change	Increase in employment-based visas from 140,000 to 450,000 annually plus carryover for 2007 to 2016 and an increase to 290,000 plus carryover thereafter; imposition of a cap of 650,000 on new employment-based visas; increase in family-based visas from 226,000 to 480,000 annually plus carryover; exemption of certain highly educated workers and others from annual numerical limits

Continued

Immigrants are drawn to the United States for a variety of reasons, including opportunities for employment, the reunification of families, and, perhaps, access to certain services. The rewards for many potential immigrants are sufficient to encourage a substantial number of them to enter this country illegally (or to exceed the stays granted in temporary visas) when legal avenues to entry and employment are limited.

CBO's review of the research on immigration found that over the long term, immigration tends to affect federal finances positively and state and local finances negatively. Evaluating immigration's net effect on the federal budget is complicated by the fact that immigrants generally differ from native-born people in a variety of ways. For example, immigrants tend to have lower earnings than native-born workers do, so they may generate less tax revenue and receive more benefits from needs-based programs such as Medicaid and Food Stamps. Immigrants also tend to have more children than their native-born counterparts do—meaning that in the short run, they may create more demand for public education and other programs aimed at children but in the long run leave more descendants—who in turn pay taxes and receive government services. Another factor that affects budgetary impact is the skill level of new workers. Policies that provided more access for lower-skilled workers would yield less favorable results for the federal budget than those focusing on higher-skilled workers.

Emigration also helps determine how immigration policies affect the federal budget. Workers who leave the United States before earning the quarters of coverage required to qualify for Social Security and Medicare receive no benefits from those programs unless their home country has a so-called totalization agreement or treaty with the United States. Thus, many workers who return to countries that have no such arrangements pay U.S. federal taxes but receive no benefits.

CBO and JCT recently estimated the effects on the federal budget of enacting S. 2611. Over the next 10 years, mandatory (direct) spending would increase by \$48 billion, according to the two agencies, with more than half of those costs attributable to refundable tax credits (see Tables 2 and 3). If the act was implemented as it was intended to be, it would also raise revenues—mostly payroll and income taxes—by about \$44 billion over the same period. In addition, CBO estimates, implementation of S. 2611 would require roughly \$81 billion in additional appropriations over the 10-year period, resulting in \$78 billion in added outlays.

Table 2.**Summary of Estimated Budgetary Effects of S. 2611 as Passed by the Senate**

(Billions of dollars, by fiscal year)

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total, 2007– 2016
Changes in Direct Spending											
Estimated Outlays											
On-budget	-1.8	-1.4	5.9	5.9	5.8	4.6	4.9	5.6	6.2	7.4	43.3
Off-budget	*	0.1	0.3	0.4	0.5	0.5	0.7	0.8	0.9	1.1	5.2
Total	-1.8	-1.2	6.2	6.3	6.3	5.2	5.6	6.4	7.1	8.5	48.4
Changes in Revenues											
Estimated Revenues											
On-budget	-1.4	1.7	-5.4	-8.4	-8.1	-3.8	-2.9	-2.3	0.1	1.6	-28.9
Off-budget	-4.3	-8.3	-9.9	-9.5	-8.0	-6.2	-5.0	-3.9	-0.1	5.6	-49.6
Total	-5.7	-6.7	-15.3	-17.9	-16.0	-10.0	-8.0	-6.2	*	7.2	-78.5
Changes in Spending Subject to Appropriation											
Estimated Level of Authorizations	10.3	5.6	5.8	7.2	8.3	9.3	7.6	8.2	8.9	9.5	80.8
Estimated Outlays	3.7	6.3	7.6	7.3	8.3	9.1	9.2	8.9	8.7	9.3	78.3
Memorandum:											
Changes in Revenues Based on the Act's Intent as Conveyed by Staff											
Estimated Revenues											
On-budget	-0.8	3.3	-3.2	-6.2	-6.0	-1.9	-1.2	-0.7	1.3	2.0	-13.6
Off-budget	-0.9	1.8	4.5	5.7	6.4	7.0	7.5	7.7	8.4	9.1	57.2
Total	-1.8	5.1	1.3	-0.5	0.3	5.0	6.3	7.1	9.6	11.1	43.6

Sources: Congressional Budget Office; Joint Committee on Taxation.

Notes: Numbers may not add up to totals because of rounding.

For changes in direct spending, estimated budget authority would be equal to estimated outlays.

* = less than \$50 million.

Cost estimates provided by CBO and JCT cover only the next 10 years. However, the budgetary effects of legislation that changed the level and composition of net immigration in this country would last for decades. The legislation's impact on mandatory spending in the first 10 years after enactment would be constrained by the restricted access to federal benefit programs that now applies to people who have fewer than five years of legal permanent resident status. For example, under S. 2611, most of the additional Medicaid spending over the next 10 years would result from emergency medical assistance and full Medicaid benefits for children of the new immigrants who had been born in the United States. Eventually, immi-

Table 3.**Estimated Effects of S. 2611, as Passed by the Senate, on Direct Spending by Program**

(Outlays in billions of dollars, by fiscal year)

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total, 2007- 2016
Refundable Tax Credits ^a	*	1.3	3.1	3.7	3.7	2.7	2.6	2.6	2.3	2.5	24.5
Medicaid	0.1	0.2	0.5	0.6	0.8	1.0	1.4	1.8	2.3	2.9	11.7
Social Security (Off-budget)	*	0.1	0.3	0.4	0.5	0.5	0.6	0.8	0.9	1.0	5.2
Medicare	0	0	*	0.1	0.3	0.4	0.5	0.6	0.8	0.9	3.7
Food Stamps	*	*	*	0.1	0.1	0.2	0.3	0.4	0.6	0.7	2.4
Child Nutrition	*	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	1.3
Compensation for Error	*	0.1	0.1	*	*	*	*	*	*	*	0.4
Supplemental Security Income	*	*	*	*	*	*	*	0.1	0.1	0.1	0.3
Unemployment Insurance	0	0	0	*	*	*	*	*	0.1	0.1	0.2
Student Loans	*	*	*	*	*	*	*	*	*	*	0.1
Visa Fees	-1.9	-3.0	2.1	1.3	0.8	0.1	-0.1	-0.1	-0.1	-0.1	-1.2
Total	-1.8	-1.2	6.2	6.3	6.3	5.2	5.6	6.4	7.1	8.5	48.4
On-budget	-1.8	-1.4	5.9	5.9	5.8	4.6	4.9	5.6	6.2	7.4	43.3
Off-budget	*	0.1	0.3	0.4	0.5	0.5	0.6	0.8	0.9	1.0	5.2

Sources: Congressional Budget Office; Joint Committee on Taxation.

Notes: Numbers may not add up to totals because of rounding.

* = costs or savings of less than \$50 million.

a. Refundable tax credits include the outlay portion of the earned income and child tax credits.

grant families with limited income and resources would become eligible for full Medicaid coverage in most states, boosting spending for the program. However, the revenue gains under the legislation would probably also be greater beyond the 10-year period, as the new workers became more experienced (and earned higher wages) and their offspring entered the labor market.

Long-Range Effects on Social Security Financing

Although immigration policy could have significant implications for the finances of the Social Security program, the effects of the changes embodied in S. 2611 or similar bills would not eliminate the funding pressures on the program in coming decades. Under S. 2611, additional workers would be allowed to work legally in the United States, boosting both payroll taxes and benefit payments of the Social Security system. The net impact of those workers would depend on their character-

istics (such as age, educational attainment, health status, and earnings capacity) and those of their families.

The Social Security Administration and CBO have both constructed computer models of Social Security's finances, and when increases in immigration are simulated in the models, the program's finances generally show improvement because additional revenues are collected before new benefit payments are made. The 2006 report of the Social Security trustees indicated that an increase of 400,000 people in annual net immigration would improve the actuarial balance of the program by 0.26 percent of taxable payroll, or about one-eighth of the program's estimated 75-year shortfall.² CBO's simulations yielded similar results. The Social Security Administration's Office of the Chief Actuary estimated that under S. 2611, the 75-year shortfall would be reduced by 0.13 percent of taxable payroll.³

The estimated effects that changes in immigration policy would have on Social Security's finances are sensitive to the nature of those changes. The initial revenue gains would be smaller, for example, if the new immigrants earned less than previous cohorts of immigrants covered under Social Security. The additional benefits paid would also be less—but not quite proportionately, because of the program's progressive benefit formula. In addition, if the policy changes affected undocumented workers (and their employers) who had already paid Social Security taxes, a change in their status would put them on track to eventually receive benefits but with no commensurate gain in revenues—thereby worsening the system's finances. S. 2611 would increase both the number of less-skilled workers legally employed in the United States (through the guest-worker program and a larger share of green cards for that category of workers) and the number of higher-skilled workers (through the expansion of employment-based visas and the exclusion of highly educated immigrants from numerical limits).

Potential Macroeconomic Effects

Immigration reform and border security enhancements could affect the economy in a variety of ways. Some of those effects might be felt broadly, throughout the country, whereas others might be concentrated in certain economic sectors or geographic locales. For example, CBO estimates that S. 2611 would add about 2.5 million employees to the U.S. workforce by 2016, mostly through its guest-worker program and higher caps on the number of legal immigrants. The work performed by those additional employees would increase the production of goods

2. See Board of Trustees of the Federal Old-Age and Survivors Insurance and Disability Insurance Trust Funds, *2006 Annual Report of the Board of Trustees of the Federal Old-Age and Survivors Insurance and Disability Insurance Trust Funds* (May 1, 2006), available at www.ssa.gov/OACT/TR/TR06/index.html.

3. Letter to Senator Charles E. Grassley from Steve Goss, Chief Actuary, Social Security Administration, July 24, 2006.

and services and raise the level of gross domestic product (GDP), all other things being equal. Alternatively, tightening border security and enforcing employers' compliance with immigration laws could slow net inflows of unauthorized workers, which in turn could dampen the growth of the labor force.

Beyond the direct effects on the size of the workforce, legislation such as S. 2611 might affect the economy in other ways. CBO analyzed the economic effects of an earlier version of S. 2611 (the bill as introduced) under two different assumptions about how investment might respond to the legislation's enactment. In CBO's estimation, the level of GDP would rise by 0.3 percent to 0.4 percent during the 2007–2011 period and by 0.8 percent to 1.3 percent over the following five years. Under the Senate-passed version of S. 2611, GDP would increase by a smaller amount—because the estimated effects of that bill on the number of additional workers would be about two-thirds as great as the effects estimated for the bill as introduced.

Those economic effects in turn could affect the budgetary impact of S. 2611. In its estimate of the bill's implications for revenues, JCT included the effect of taxes on wages earned by additional immigrants as well as the effect of reductions in average wage rates stemming from additional workers. CBO had earlier calculated the additional budgetary impact (for the bill as introduced) of the potential changes in economic activity and estimated that they could improve the bill's budgetary impact by about \$20 billion to \$30 billion over the 2007–2011 period and by about \$60 billion to \$130 billion over the 2012–2016 period. Again, the effects for the act as passed by the Senate would be smaller because of that bill's more modest impact on the labor force.

Border Security and Workplace Compliance with Immigration Laws

Slowing the flow of illegal immigration and ending the employment of undocumented workers would require substantial increases for many years in spending for border security and workplace compliance activities. However, unless those activities were well designed and coordinated, the allocation of additional funds to such efforts would not achieve policymakers' objectives.

In recent years, funding for border security has risen sharply, but it has not kept sizable numbers of illegal migrants from entering the country or many legal migrants from overstaying their visas. Although the United States has nearly doubled the number of its border patrol agents over the past decade, a large flow of immigrants continues to enter the United States illegally. Moreover, a recent study by the Pew Hispanic Center estimated that roughly 40 percent to 50 percent of people who are now here illegally entered the country by legal means. The center's most recent estimate of the number of people residing in the United States without legal

authorization was 11.1 million for March 2005, an increase of 800,000 above its estimate for the previous March and a rise of 2.7 million since April 2000.

S. 2611 and H.R. 4437 would each authorize increased funding for additional border enforcement (including fencing and other physical barriers), detention facilities, and port security. The Senate bill would also significantly boost the number of border patrol officers as well as add immigration and customs officials away from the borders. Although those additional resources could be expected to impede the flow of illegal entrants to this country as well as increase the apprehension of those residing here illegally, people who wished to obtain work in the United States could still find many other ways to gain access. Moreover, enhanced border security could have certain unintended results. For example, the emigration of illegal workers could become more infrequent. Those workers might be less likely to leave if they knew that it had become more difficult for them to reenter the country.

Enforcement of employment eligibility verification is the other major avenue for addressing both immigration and border security concerns. To most observers, it is clear that higher wages are a powerful incentive that encourages workers to cross U.S. borders illegally. If employment eligibility verification, employer sanctions, and workplace compliance were all toughened, the economic returns from illegal immigration could be substantially reduced. In other words, if employers in this country became less willing to risk fines and other penalties associated with hiring illegal workers (or workers with questionable identification), the reduction in employment opportunities for illegal immigrants would lessen the economic rewards for entering or staying illegally.

Congressional Budget Office Publications on Immigration

The following CBO publications are available in a special collection on CBO's Web site at www.cbo.gov/publications.

S. 2611, Comprehensive Immigration Reform Act of 2006, Cost estimate of the bill as passed by the Senate on May 25, 2006 (August 18, 2006).

Projections of Net Migration to the United States (June 2006).

S. 2611, Comprehensive Immigration Reform Act of 2006, Letter to the Honorable Jeff Sessions providing additional detail on the cost estimate for S. 2611 as introduced on April 7, 2006 (May 24, 2006).

S. 2611, Comprehensive Immigration Reform Act of 2006, Cost estimate of the bill as introduced on April 7, 2006 (May 16, 2006).

Immigration Policy in the United States (February 2006).

Global Population Aging in the 21st Century and Its Economic Implications
(December 2005).

“The Impact of Immigration on the Long-Term Budget Outlook,” Box 1-2 in *The Long-Term Budget Outlook* (December 2005).

The Role of Immigrants in the U.S. Labor Market (November 2005).

Remittances: International Payments by Migrants (May 2005).

A Description of the Immigrant Population (November 2004).

Appendix F

THE TRUTH ABOUT UNDOCUMENTED IMMIGRATION

ECONOMIC IMPACT OF UNDOCUMENTED IMMIGRANTS

- Immigrants contribute up to \$10 billion to the economy each year and will pay on average \$80,000 per capita more in taxes than they use in government services over their lifetime. (*National Research Council*)
- In 2002, undocumented wages accounted for \$56 billion in earnings, or about 1.5% of total reported wages. (*Illegal Immigrants Are Bolstering Social Security With Billions*, "New York Times, April 5, 2005")
- Undocumented immigrants have become a new source of economic growth as giant U.S. consumer companies aggressively market to undocumented customers, resulting in a surge to the U.S. gross national product. (*Embracing Illegals*, "Business Week, July 18, 2005")
- 84% of undocumented immigrants are 18-to-44-year-olds, in their prime spending years, vs. 60% of legal residents. (*Embracing Illegals*, "Business Week, July 18, 2005")
- Undocumented immigrants pay income and property taxes, easing the tax burden for others when it comes to paying for schools, health care, roads, and other services. (*Embracing Illegals*, "Business Week, July 18, 2005")
- Undocumented immigrants are ineligible for federal public assistance programs such as food stamps, Supplemental Security Income, housing assistance, federal student financial aid, unemployment insurance, Supplemental Security Income, and Aid for families with dependent children. (*United States Citizenship and Immigration Services*: <http://uscis.gov/graphics/publicaffairs/factsheets/948.htm>)
- As much as half of all U.S. retail banking growth is expected to come from new immigrants over the next decade according to The Federal Deposit Insurance Corp. (*Embracing Illegals*, "Business Week, July 18, 2005")
- ITIN and conventional mortgages taken out by the undocumented could be worth as much as \$60 billion over the next five years according to the National Association of Hispanic Real Estate Professionals. (*Embracing Illegals*, "Business Week, July 18, 2005")
- According to the Pew Research Center, undocumented immigrants are 50% of farm laborers, 25% of workers in the meat and poultry industry, 24% of dishwashers, and 27% of drywall and ceiling tile installers. (*Embracing Illegals*, "Business Week, July 18, 2005")
- The agriculture community depends on undocumented workers virtually in its entirety. In California's 58 counties, ads were placed for agricultural workers and not one U.S. citizen replied. (*Senator Diane Feinstein, San Francisco Chronicle- March 2, 2006*)
- The mobility of labor provided by immigrants has enabled the meat processing industry to stay in the U.S. If this labor would not have been available, the industry would have moved to other countries. (*Chris Hurt, agriculture economist at Purdue University*)

- A crackdown on illegal immigrant labor could cause production losses in U.S. agriculture of \$5 billion to \$9 billion in the first one to three years and up to \$12 billion over four or more years. (*Study by the American Farm Bureau Federation*)

- Evidence strongly suggests that immigration in the 1990s increased the average wage of American-born workers by 2.7%. (*Giannino I.P. Ottaviano of the University of Bologna and Giovanni Peri of the University of California Davis, economists*)

UNDOCUMENTED IMMIGRANTS' EFFECT ON SOCIAL SECURITY

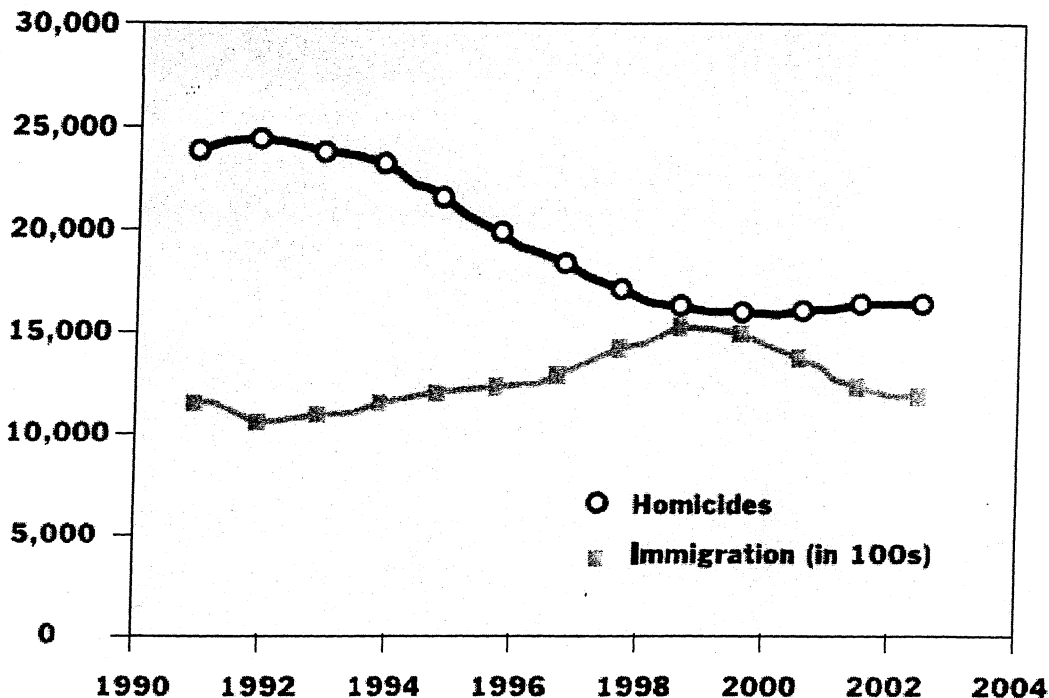
- Undocumented workers are providing the Social Security system with a subsidy of up to \$7 billion per year. (*Illegal Immigrants Are Bolstering Social Security With Billions*, "New York Times, April 5, 2005")
- According to the Social Security Administration, undocumented workers are not eligible for Medicare, receive no public pensions in retirement, and are not entitled to any other benefits, even though they contribute billions of dollars annually. (*Illegal Immigrants Are Bolstering Social Security With Billions*, "New York Times, April 5, 2005")
- Because foreign-born residents are younger than natives on average and have higher fertility rates, immigration slows the ongoing decline in the ratio of workers to retirees, maintaining the solvency of Social Security and Medicare. (*Embracing Illegals*, "Business Week, July 18, 2005")
- According to the Social Security Administration, the money that undocumented immigrants paid in 2004 added up to 10% of that year's surplus – the difference between what the system currently receives in payroll taxes and what it pays in pension benefits. (*Illegal Immigrants Are Bolstering Social Security With Billions*, "New York Times, April 5, 2005")
- Many older workers return home to Latin America when they reach retirement age. (*Embracing Illegals*, "Business Week, July 18, 2005")

NATIONAL SECURITY AND THE UNDOCUMENTED

- None of the 9/11 terrorists entered the country via the U.S./Mexico border. In fact, the U.S. is most vulnerable at its ports of entry, including ship ports, airports, and land ports. (*Joshua Heyman of the University of Texas at El Paso*)
- The Border Patrol rivals the FBI in size, and will soon become the country's largest law enforcement agency. (*Arrests Stay Flat as Border Boltered*, "USA Today, April 21, 2006, Kathy Kieff")
- Increasing the size of the Border Patrol has not yielded more arrests. In 1995, the agency reported apprehending 1.3 immigrants. In 2005, with more than twice the number of agents, fewer than 1.2 million were apprehended. (*Transactional Records - Leves Clearinghouse, Syracuse University-based research center*)
- The most viable method of keeping terrorists outside of U.S. borders would be to invest in a state-of-the-art terrorist watch list complete with biometric screening; terrorists are more likely to enter the country through airports. (*Richard Falkenbach, Brookings Institution scholar and former deputy homeland security adviser*)

Immigration Flows and Homicide Trends

(U.S. Totals in 3 Year Averages)



Sources: Pew Hispanic Center; United States Department of Justice

LAW enforcement officials, politicians and social scientists have put forward many explanations for the astonishing drop in crime rates in America over the last decade or so, and yet we remain mystified. Studies have shown that while each of the usual suspects — a decline in crack use, aggressive policing, increased prison populations, a relatively strong economy, increased availability of abortion — has probably played some role, none has proved to be as dominant a factor as initially suggested.

Perhaps we have been overlooking something obvious — something that our implicit biases caused us not to notice. My unusual suspect is foreigners: evidence points to increased immigration as a major factor associated with the lower crime rate of the 1990's (and its recent leveling off).

Consider what sociologists call the "Latino paradox": Hispanic Americans do better on a range of various social indicators — including propensity to violence — than one would expect given their socioeconomic disadvantages. My colleagues and I have completed a study in which we examined violent acts by almost 3,000 males and females, ranging in age from 8 to 25, from 1995 to 2003. The study selected whites, blacks and Hispanics (primarily Mexican-Americans) from 180 Chicago neighborhoods ranging from highly segregated to very integrated. We also analyzed data from police records, the Census and a separate survey of more than 8,000 Chicago residents who were asked about the characteristics of their neighborhoods.

Surprisingly, we found a significantly lower rate of violence among Mexican-Americans than among blacks and whites. A major reason is that more than a quarter of all those of Mexican descent were born abroad and more than half lived in neighborhoods where the majority of residents

were also Mexican. Indeed, the first-generation immigrants (those born outside the United States) in our study were 45 percent less likely to commit violence than were third-generation Americans, adjusting for family and neighborhood background. Second-generation immigrants were 22 percent less likely to commit violence than the third generation.

This "protective" pattern among immigrants holds true for non-Hispanic whites and blacks as well. Our study further showed that living in a neighborhood of concentrated immigration is directly associated with lower violence (again, after taking into account a host of factors, including poverty and an individual's immigrant status).

Now consider that immigration to the United States rose sharply in the 1990's, especially from Mexico and especially to immigrant enclaves in large cities. Overall, the foreign-born population increased by more than 50 percent in 10 years, to 31 million people in 2000. A report by the Pew Hispanic Center found that immigration grew most significantly in the middle of the 90's and hit its peak at the end of the decade, when the national homicide rate plunged to levels not seen since the 1960's. Immigrant flows have receded since 2001, while the national homicide rate leveled off and seems now to be creeping up.

The emerging story goes against the grain of popular stereotypes. Among the public, policymakers and even academics, a common expectation is that a concentration of immigrants and an influx of foreigners drive up crime rates, because of the assumed propensities of these groups to commit crimes and settle in poor, presumably disorganized communities. This belief is so pervasive, studies show, that the concentration of Latinos in a neighborhood strongly predicts perceptions of disorder no matter what the actual amount of crime and disorder.

Yet our study found that immigrants appear in general to be less violent than people born in America, particularly when they live in neighborhoods with high numbers of other immigrants. We are thus witnessing a different pattern from early 20th-century America, when growth in immigration from Europe was linked with increasing crime and formed a building block for what became known as "social disorganization" theory.

In today's world, then, it is no longer tenable to assume that immigration automatically leads to chaos and crime. New York is a magnet for immigration, yet it has for a decade ranked as one of America's safest cities. Border cities like El Paso and San Diego have made similar gains against crime. Perhaps the lesson is that if we want to continue to crack down on crime, closing the nation's doors is not the answer.

Robert J. Sampson is a professor of sociology at Harvard. (*1 image*)

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