



## Legislative Results of the Rider 36 Permit Study

### Rider 36 Recommendations

1. Simplify permit fee structure
2. Implement consumption fee system based on vehicle-miles-traveled for all permits
3. Implement an operations and safety fee system based on vehicle-miles-traveled for assessing permit fees for oversize loads
4. Apply a \$10 administrative fee to each permit sold
5. Include a \$40 TxDOT base fee for each permit sold to help recover additional costs associated with OS/OW operations
6. Create an OS/OW and Heavy Vehicle Training, Education and Study Center to be funded by portion of permit administrative fee
7. Certain exemptions should be excluded from consideration for a permit fee
8. The counties in which OS/OW permitted vehicles are intended to operate should be identified in every permit
9. OS/OW vehicle fine/penalty revenue should be deposited in Fund 6
10. Suggested permit increase of \$6,000 per truck for 2060 and an increase of \$400 million in additional permit fees

### What Actually Occurred

1. No simplification of the permit fee structure
2. No Consumption fee system on vehicle-miles-traveled
3. No operations and safety fee system based on vehicle-miles-traveled
4. No \$10 administrative fee on each permit
5. No \$40 TxDOT base fee for each permit sold
6. No Heavy Vehicle Training Center
7. No Changes to exemptions *except for the creation of a Redi-Mix Concrete Annual Permit for \$1,000 as opposed to a bond and Timber Annual Permit for \$1,500*
8. No identification of county on permits
9. *OS/OW vehicle fine revenue is split between Fund 6 and the County where the violation occurred*
10. *No increase in permit fees*