

**TRANSPORTATION NEWS SUMMARY****This Special "Transportation" Edition Contains Very Important Updates!!****A NOTE FROM MIKE AT MJS Safety - Brake Safety Week – September 2011**

CVSA/CO MCS and other agencies will be **OUT IN FORCE** performing vehicle inspections the week of September 11th thru 17th. [Read more....](#)

FMCSA reminder...CVSA Brake Safety Week Begins September 11

Brake inspection, maintenance and operation will be the focus of a week-long enforcement and education blitz conducted by the Commercial Vehicle Safety Alliance (CVSA).

[Read more....](#)

Colorado's Chain Law Begins September 1st for Commercial Vehicle Drivers on I-70

~ To help you prepare for your travels, **CDOT** offers several tools ~

Including a "CHAIN UP TIPS" fact sheet [Read more....](#)

What are the results of the UMTRI independent evaluation?

The U.S. Department of Transportation's **FMCSA** released the **University of Michigan Transportation Research Institute** independent evaluation of the CSA program's Operational Model Test on August 31, 2011. [Read more....](#)

Alcohol and Impaired Driving

Each year in Colorado, more than 26,000 people are arrested for DUI and over 150 people are killed in alcohol-related traffic crashes.... [Read more....](#)

~ **State Launched Anti-Drugged Driving Campaign as part of National DUI Crackdown**

The national DUI enforcement period was part of the final push of "100 Days of Heat" summer DUI crackdown that began Memorial Day weekend. [Read more....](#)

Top 10 Violations for FY2011...Driver and Vehicle

The **FMCSA** compiles information annually to **keep track of the violations** found most often for both drivers and vehicles during roadside inspections. [Read more....](#)

NTSB Recommends Anti-Rollover Retrofits for Tanker Trucks

The **National Transportation Safety Board** is urging regulators to **require rollover-prevention technology** on fuel-tanker trucks, following its probe of a **2009 crash** in Indianapolis, Bloomberg Consulting reported earlier this month. [Read more....](#)

Three Month Extension of IRS Form 2290 - HVUT Filing Deadline Delayed to Nov. 30

A week before filing season for the IRS Form 2290 was due to begin on July 1, the **Internal Revenue Service** advised those in the **transportation industry** with **heavy highway vehicles** that their next federal highway use tax return will be **due on November 30, 2011**... [Read more....](#)

Initial Results are Positive for Rolling Speed Harmonization Test on I-70...next test Sept 25th

The initial results of the rolling speed harmonization test conducted....on eastbound I-70 between **Silverthorne** and the **Eisenhower/Johnson Memorial Tunnel**.....could improve safety, reduce traffic crashes and ultimately improve traffic flow on the corridor.

[Read more....](#)

FMCSA Delays Elimination of Registrant-Only USDOT Numbers

In a posting in the Federal Register yesterday, the **FMCSA** announced that it is delaying the planned elimination of registrant-only USDOT numbers. [Read more....](#)

Colorado (CDL) Program Manager Notifies Companies About Important Upcoming Changes

• For more information about the DOT/CDL Medical Project requirements regarding CDL Licenses, DOT medicals and employer recordkeeping please contact **Mike** at mjs@mjsafety.com. [Read more....](#)

ATA Urges DOT to Cut 'Unnecessary' Rules; Start with HOS

American motor carriers are urging the Obama administration to live up to its promise to relieve the burden of unnecessary regulations as it considers changes to the **Hours-of-Service Rules**. [Read more....](#)

MJS SAFETY TRAINING SUMMARY

Make 2011 the Year to Improve Safety Awareness

MJS SAFETY offers multiple ONLINE TRAINING COURSES for OSHA Construction, General Industry, Environmental, Hazardous Waste & OSHA 10/30 HOUR OUTREACH TRAINING.

Public Safety, DOT, Human Resource, Storm Water & ISO Training Courses are also offered.

All courses are available online at www.mjssafety.com

These affordable online courses provide a convenient way for **EMPLOYERS & EMPLOYEES** to complete

MANDATED, REQUIRED or HIGHLY RECOMMENDED

training in today's industry

~MANY COURSES ARE ALSO AVAILABLE IN SPANISH~

FOR ADDITIONAL INFORMATION call us at 800 966-8106

To order
First Aid
 and other
Safety Supplies
 visit
www.mjssafety.com
 or call us at
 800 966-8106

SOURCES FOR THIS ISSUE INCLUDE

- CDOT
- FMCSA
- Transport Topics
- Fleet Owner
- Land Line
- CVSA
- Expresstrucktax.com
- Colorado Dept of Revenue
- Division of Motor Vehicles
- Today's Trucking



Important Transportation Updates....a must read!

Brake Safety Week - September 2011

A NOTE
FROM MIKE AT
MJS Safety

CVSA/CO MCS and other agencies will be **OUT IN FORCE** performing vehicle inspections the week of **September 11th thru 17th**.

This is an **open invitation** for **complete Truck Inspections** including

brakes, paperwork, hours-of-service, driver fitness, etc.

I recommend that, before that time, you discuss this event with all drivers who will be impacted by this "Inspection Blitz" and correct any questionable deficiencies on your units.

This event happens twice a year and although the total number of violations have gone down – it can be a serious problem if your units are cited under the new FMCSA CSA Safety Measurement System – IT HAS BEEN AN EYE-OPENER FOR MANY CLIENTS!

FMCSA reminder...

CVSA Brake Safety Week

Begins September 11

Brake inspection, maintenance and operation will be the focus of a week-long enforcement and education blitz conducted by the Commercial Vehicle Safety Alliance (CVSA). This year's CVSA **Brake Safety Week**, a key event in the alliance's Operation Air Brake Campaign, begins on **Sunday, September 11** and runs through **Saturday, September 17**.

Each year brake-related defects top **FMCSA's** vehicle violation list, and it is little surprise that brakes are to blame for more than half of all out-of-service violations.

CVSA created the **Operation Air Brake Campaign** to increase safety by educating inspectors, carriers and drivers and improving regulatory compliance.

Carriers are encouraged to make sure their drivers are properly trained in air brake adjustment and brake inspection. Inspecting and adjusting brakes takes a **matter of minutes** and can help prevent unnecessary accidents and costly out-of-service orders.

Drivers may also want to familiarize themselves with CVSA's **Operation Air Brake Inspection Procedure** so they know what to expect if they are stopped for an inspection in conjunction with **Brake Safety Week**.

The inspection, outlined below, will focus on the following inspection items:

- Driver's License
- Registration
- Low Air Warning Device
- Pushrod Travel (Adjustment)
- Brake Linings/Drums
- Air Loss Rate (If leak detected)
- Tractor Protection System

Operation Air Brake Inspection Procedure

- **STEP 1:** Choose the Inspection Site
- **STEP 2:** Safety Considerations
- **STEP 3:** Check Air Brake Mechanical Components
- **STEP 4:** Check Steering Axle Air Brake Mechanical Components
- **STEP 5:** Check Brake Adjustment
- **STEP 6:** Build the Air Pressure to 90 – 100 PSI
- **STEP 7:** Check the Air Brake ABS System (If Applicable)
- **STEP 8:** Test Air Loss Rate
- **STEP 9:** Test Low Air Pressure Warning Device
- **STEP 10:** Check the Tractor Protection System
- **STEP 11:** Finalize paperwork, and provide the results to the driver

For more information on **Brake Safety Week** and brake inspections and adjustment visit **Operation Air Brake** at CVSA.

Colorado's Chain Law Begins September 1st for Commercial Vehicle Drivers on I-70

~ To help you prepare for your travels, [CDOT](#) offers several tools ~

For current road and weather conditions you can call 511
or visit www.cotrip.org.

You can also [sign up for free e-mail and text message alerts](#).

Once you create an account, you can subscribe to the
corridors and topics that apply to you and your travels.

You can also follow us on [Twitter](#).

Printable "CHAIN UP TIPS" Fact Sheet



CHAIN UP TIPS

Guide to Colorado's chain law, which applies to all state, federal, and interstate highways in Colorado.

Definitions - Under the Colorado chain law, a commercial vehicle is defined as being used in commerce to transport passengers or property and fitting into one of the following categories:

● Has a gross combination weight rating of 26,001 or more lbs. inclusive of a towed unit which has a gross vehicle weight rating of more than 10,000 lbs.

or

● Has a gross vehicle weight rating of 26,001 or more lbs.

or

● Is designed to transport 16 or more passengers, including the driver.

Notification - When the chain law is in effect, drivers will be notified which vehicles must chain up and where by the following means: electronic message signs; 511 traveler information; www.cotrip.org; and media outlets.

Carrying Chains on I-70 (effective March 1, 2009) - Commercial vehicles operating on I-70 in either direction between mileposts 133 (Dotsero) and 259 (Morrison) from Sept. 1 to May 31 must carry sufficient chains at all times to be in compliance with the Colorado chain law.

Chaining Up - Metal chains must consist of two circular metal loops, one on each side of the tire, connected by not less than nine evenly-spaced chain loops across the tread. Commercial vehicles that have four or more drive wheels must chain four wheels. Dual tire chains are acceptable.

Alternate Traction Devices (ATDs) - Approved ATDs in Colorado are wheel sanders, which must carry enough sand to get the vehicle through the restricted area; pneumatically driven chains, which spin under the drive wheels automatically as traction is lost; and textile traction device (TTD), a fabric boot which encompasses the tire. Currently, the only TTD that has been approved for use on Colorado state highways is the *AutoSock*.

Tire Cables - With only two exceptions, Colorado chain law rules do not permit tire cables as alternate traction devices. The exceptions are: 1) tire cables with high strength steel cross member rollers 0.415" or great in diameter, which can be used on all commercial vehicles except single drive axle combinations; and 2) on a tandem power drive axle commercial vehicle, where any type of cable can be used only if there are chains on the two outside tires of one of the power drive axles and cables on two or more tires of the other power drive axle.

Chain Law Level 1 - All single drive axle combination commercial vehicles must chain all four drive wheels; cables are not permitted as ATDs. All other commercial vehicles must have snow tires or chains. Level 1 may be implemented any time there is snow covering any part of the traveled portion of pavement on an ascending grade.

Chain Law Level 2 - All commercial vehicles must chain up. Single drive axle and tandem drive axle combination commercial vehicles must chain four drive wheels. Autotransports must comply to the extent possible without causing damage to hydraulic lines. Buses must chain two drive wheels to comply. Level 2 may be implemented any time there is snow covering the entire traveled portion of pavement on an ascending grade, or when driving conditions dictate that this level is necessary to protect safety and to minimize road closures.

I-70 Chain Up Stations - EB mileposts: 178, 183, 184 (shoulder), 187 (shoulder), 195, 203 (scenic area), 205, 219, 228, 241, 251, 289, 343. WB mileposts: 358, 263, 260, 254 (Buffalo Overlook), 228, 223, 221, 219, 213, 197, 179.

I-25 Chain Up Stations - NB milepost 157. SB milepost 172.

Violations - The fine for not carrying chains on I-70 between mileposts 133 and 259 from Sept. 1 to May 31 is \$50 plus a \$17 surcharge. Statewide, the fine for not chaining up when the chain law is in effect is \$500 plus a \$157 surcharge. The fine for not chaining up and subsequently blocking the highway is \$1,000 plus a \$313 surcharge.

Do trailers need to be chained up? No. Chains are not required on trailers.

Must hazardous material tankers and transporters comply with the chain law? Yes. Vehicles placarded for flammable, combustible, or explosive loads may pass the chain-up signs and install their chains where pavement is covered by snow or ice, at a safe location outside the traveled portion of the highway.

When can chains be removed? Call 511 for current chain law status. The chain law will cease where bare descending pavement is encountered, and when electronic signs cease to display 'chain law in effect' information.

Colorado Road Conditions
511 Traveler Information Line
www.cotrip.org



Fact Sheet published by
CDOT Public Relations Office
(303) 757-9228

NOTE - Colorado's chain law defines commercial vehicles as being used in commerce to transport passengers or property and fitting into one of the following categories:

- ▶ Gross combination weight rating of 26,001 or more lbs. inclusive of a towed unit which has a gross vehicle weight rating of more than 10,000 lbs
- ▶ Gross vehicle weight rating of 26,001 or more lbs
- ▶ Designed to transport 16 or more passengers, including the driver

What are the results of the UMTRI independent evaluation?

The U.S. Department of Transportation's **Federal Motor Carrier Safety Administration (FMCSA)** released the **University of Michigan Transportation Research Institute (UMTRI)** independent evaluation of the **Compliance, Safety, Accountability (CSA)** program's **Operational Model Test (Op-Model Test)** on August 31, 2011. **UMTRI's** findings confirm that **CSA substantially improves FMCSA's** enforcement and compliance model. The results confirm that the **CSA** model enables **FMCSA** and its **State Partners** to **contact more commercial motor carriers** earlier to **correct safety problems** and **ensure compliance** with safety regulations in order to **reduce crashes, injuries, and fatalities related to commercial motor vehicles**.

Launched in 2008, the **CSA Op-Model Test** divided motor carriers from four test states (**Colorado, Georgia, Missouri, and New Jersey**) between test and control groups. **UMTRI** evaluated the effectiveness of the new **Safety Measurement System (SMS)** and **CSA** interventions, and **compared the cost and efficiency** of the **CSA compliance and enforcement model** to the previous model. They found **effectiveness and efficiency gains** that fully support the ongoing national implementation of **CSA**, as outlined below. **FMCSA** added **additional states**, Delaware, Kansas, Maryland, Minnesota, and Montana, to the test to **demonstrate full implementation challenges** and to provide a validation dataset for **evaluation purposes**.

CSA's SMS better identifies motor carriers for safety interventions than the previous SafeStat system.

- "The results showed that the SMS is a significant improvement over the SafeStat system in identifying unsafe carriers. (p. xiv)"*

- Crash rates were higher for motor carriers identified with safety problems in the SMS's seven Behavior Analysis and Safety Improvement Categories (BASICS) than for motor carriers that were not identified with safety problems in the seven BASICS.*

- The crash rate for motor carriers that were identified with safety problems by the SMS in the Unsafe Driving BASIC was more than three times greater than the crash rate for motor carriers not identified with any safety problems by SMS.*

CSA interventions are effective in improving motor carriers' safety behavior.

- "The effect of the warning letter intervention is likely one of the most significant findings in this evaluation. (p. xviii)"* Twelve months after receiving a warning letter, SMS results showed that 83% of test carriers had resolved identified safety problems and only 17% continued to have safety problems.

- The new CSA Onsite Focused Investigations proved to be effective. Almost 20% fewer motor carriers continued to show safety problems 12 months after an on-site focused investigation, as compared with those receiving traditional Compliance Reviews (CRs).*

CSA interventions use enforcement resources efficiently.

- More intensive interventions were used on carriers that exhibited higher crash risk confirming that the rules guiding intervention selection are operating to ensure effective and efficient safety interventions.*

- Warning letters, which were found to be very effective in improving safety behavior, had only a nominal cost.*

- CSA Onsite Focused Investigations cost approximately 53 percent less than CRs and were effective in producing compliance.*

- The average cost of CSA interventions was \$754 per motor carrier, as compared to \$1438 for motor carriers receiving CRs.*

CSA reaches more carriers to improve safety compliance.

- CSA interventions contact approximately three times the number of motor carriers contacted using the previous model which relied primarily on CRs.*

- Among the CSA test group, the annual percentage of motor carriers contacted was 9.9 percent, compared with the 3.2 percent of motor carriers that received full CRs in 2009.*

- The evaluator identified some areas that require improvement - FMCSA is firmly committed to a continuous improvement process for this very important program.*

SMS's BASICS are significantly related to underlying motor carrier safety, although the Cargo-Related and Driver Fitness BASICS show a weaker relationship to crash risk.

- The evaluator's findings are in line with FMCSA's effectiveness findings; as a result, at the end of the Op-Model Test FMCSA adjusted how it identifies motor carriers for intervention to ensure BASICS with the strongest relationship to future crashes receive the most emphasis. However, FMCSA continues to address motor carriers with patterns of noncompliance in the Cargo-Related and Driver Fitness BASICS, which include carrier requirements for being properly licensed, carrying medical cards to allow verification that a driver meets the medical qualification standards, adequately securing cargo, and properly packaging and handling hazardous materials.*

- As part of its ongoing commitment to continually assess and improve the SMS, FMCSA has a study underway that may result in improvements to some BASICS, with particular effect on the Cargo-Related BASIC.*

There was lag time in measureable safety performance improvement after CSA investigations, and for carriers with the most serious safety problems, improvement rates were similar to those of the control group.

- FMCSA expects the upcoming Safety Fitness Determination rulemaking to accelerate return to compliance or removal from service for motor carriers with the worst safety problems.*

- Based on lessons learned in the Op-Model Test, FMCSA improved the CSA investigative process and training in the Safety Management Cycle for its Federal and State Partner investigators. The enhanced investigative process allows investigators to systematically identify motor carriers' safety problems and to recommend remedies to help carriers to quickly become safer.*



**DRUGGED DRIVING
IS IMPAIRED DRIVING.**

Download the free new [iPhone app](#) or [Android app](#) that let's you calculate your BAC and helps get you a cab!

[Click](#) to get more information on impaired driving programs and campaigns in Colorado.

Alcohol and Impaired Driving

Each year in Colorado, more than 26,000 people are arrested for **DUI** and over 150 people are killed in alcohol-related traffic crashes – representing more than one-third of Colorado's total motor vehicle fatalities. **Drug-impaired driving** is also a serious problem, with 16% of fatalities (2006-2010) involving drivers who tested positive for drugs.

CDOT's Office of Transportation Safety and Public Relations Office oversee programs and public awareness campaigns in an effort to fight impaired driving. CDOT has launched a new anti-drugged driving campaign to educate motorists about the dangers of driving under the influence of medications, medical marijuana, and illegal drugs. [Click here](#) for more details.

The Heat Is On is Colorado's high-visibility enforcement campaign that combines increased DUI enforcement with a strong public awareness campaign during **12 enforcement periods** throughout the year. CDOT provides grants to law enforcement agencies statewide to conduct overtime [DUI enforcement](#) using state and federal funding. CDOT's Public Relations Office uses federal funds for media relations, advertising and community outreach.

CDOT's Office of Transportation Safety also provides federal grants for other impaired driving programs, including DUI courts, a traffic safety resource prosecutor and law enforcement coordinator, as well as training for law enforcement in the areas of drug evaluation and standard field sobriety testing.

~ State Launched Anti-Drugged Driving Campaign as part of National DUI Crackdown ~

The national **DUI enforcement period** was part of the final push of "**100 Days of Heat**" summer **DUI crackdown** that began Memorial Day weekend through Sept. 6th, including a [state launched anti-drugged driving campaign](#). The Colorado State Patrol and 82 agencies posted plans for increased DUI enforcement.

"Driving impaired by any drug is illegal, and just as deadly and dangerous, as drinking and driving," said Col. James Wolfenbarger, chief of the Colorado State Patrol. **"It doesn't matter if the drugs are legal and were obtained with a prescription, medical marijuana card or purchased over-the-counter. If the drugs impact your ability to operate a motor vehicle you will be arrested for DUI."**

One method law enforcement agencies use to identify drivers impaired by drugs is through specially-trained **Drug Recognition Experts (DRE)**. The number of qualified **DREs** on Colorado roadways has doubled from 86 in 2005 to 173 in 2011. There are expected to be more than 190 **DREs** among 54 law enforcement agencies statewide by the end of this year.

Remember.....Although the most recent "**100 Days of Heat**" summer **DUI crackdown** and **anti-drugged driving campaign** have wrapped up, it's important to note that there are 12 enforcement periods throughout the year. **Responsible driving is critical every time you get behind the wheel!**

Top 10 Violations for FY2011...Driver and Vehicle

The **Federal Motor Carrier Safety Administration (FMCSA)** compiles information annually to **keep track of the violations found most often for both drivers and vehicles** during roadside inspections.

The federal government **fiscal year 2011 will be ending soon**. This would be a **good time for motor carriers to review and correct vehicle defects** and other compliance issues **before they result in a violation**.

Here are the violations most often cited to date:

Top 10 Driver Violations

1. *Log violation (general/form and manner)*
2. *Drivers record of duty status not current*
3. *Driver not in possession of medical certificate*
4. *Non-English speaking driver*
5. *Requiring or permitting driver to drive after 14 hours on duty*
6. *Failing to use seat belt while operating CMV*
7. *Speeding*
8. *Requiring or permitting driver to drive more than 11 hours*
9. *False report of drivers record of duty status*
10. *State/Local Laws – Speeding 6-10 miles per hour over the speed limit*

Top 10 Vehicle Violations

1. *Inoperative required lamps*
2. *No/defective lighting devices/reflective devices/projected*
3. *Inspection/repair and maintenance parts and accessories*
4. *Tire—other tread depth less than 2/32 of inch*
5. *Oil and/or grease leak*
6. *Failing to secure brake hose/tubing against mechanical damage*
7. *Clamp/Roto-Chamber type brake(s) out of adjustment*
8. *Operating a CMV without periodic inspection*
9. *No/discharged/unsecured fire extinguisher*
10. *Stop lamp violations*

Reviewing this information with drivers on a regular basis and **soliciting their feedback** is a good way to **reinforce your company's safety requirements, programs and expectations, and help prevent unnecessary roadside inspection violations**.

NTSB Recommends

Anti-Rollover Retrofits for Tanker Trucks

The **National Transportation Safety Board** is urging regulators to **require rollover-prevention technology** on fuel-tanker trucks, following its probe of a **2009 crash** in Indianapolis, Bloomberg Consulting reported earlier this month.

The **Federal Motor Carrier Safety Administration** should **mandate anti-rollover retrofits** for cargo tank trailers that weigh **more than 10,000 pounds**, NTSB said in recommendations to **FMCSA**.

Tankers carrying hazardous materials may be **top-heavy and vulnerable to minor steering errors**, the board said in its report, Bloomberg reported.

NTSB, an independent government agency that cannot implement changes, completed its investigation of the Indianapolis crash in July, **concluding that a rollover that released 9,001 gallons of liquefied petroleum gas could have been prevented with stability control**.

Three Month Extension of IRS Form 2290 - HVUT Filing Deadline Delayed to Nov. 30

A week before filing season for the IRS Form 2290 was due to **begin on July 1**, the **Internal Revenue Service** advised those in the **transportation industry** with **heavy highway vehicles** that their next federal highway use tax return will be **due on November 30, 2011**, instead of the **typical due date of August 31st**.



(The heavy vehicle use tax applies to trucks, truck tractors and buses with a taxable gross weight of 55,000 pounds

or more. Vehicles such as vans, pick-ups and panel trucks are typically not taxable because they fall below the 55,000-pound requirement.)

The **current highway use tax** is scheduled to **expire on September 30, 2011**. The **proposed temporary regulations** dictate that the **November 30th filing deadline** for Form 2290 HVUT Return for the **tax period that began on July 1, 2011**, applies to vehicles **used during July**, as well as those **first used during August or September**.

The **IRS also states** that returns should **not be filed** and **payments should not be made before Nov. 1**. This extension is **designed to reduce confusion and possible multiple filings** that could result if Congress **reinstates or modifies the tax** after that date.

For those in the **transportation industry** who **need to apply for state vehicle registration on or before November 30th**, the new regulations require **states to accept the stamped Schedule 1** of the Form 2290 issued by the IRS for the **previous tax year**, ending on June 30, 2011 as a **proof of payment**.

Federal Law requires that state governments **receive proof of payment of the federal highway use tax** as a condition of **vehicle registration**. Typically, **after the return is filed and the tax is paid**, the **taxpayer receives a stamped Schedule 1** to use when **registering the vehicle**.

If someone **needs to register a newly acquired vehicle** during the **July-to-November period**, the **new regulations** require a state to register the vehicle, **without proof that the highway use tax was paid**, as long as the **person registering the vehicle presents a copy of the bill of sale or another document showing that the owner purchased the vehicle within the previous 150 days**.

Last year's highway use payments totaled \$886 million.

Initial Results are Positive for Rolling Speed Harmonization Test on I-70...next test Sept 25th

SUMMIT COUNTY – The initial results of the rolling speed harmonization test conducted on August 13th on eastbound I-70 between Silverthorne and the Eisenhower/Johnson Memorial Tunnel are indicating that this effort does have the ability to create more uniform speeds for vehicles, and as a result, could improve safety, reduce traffic crashes and ultimately improve traffic flow on the corridor.

When rolling speed harmonization is underway, a law enforcement vehicle runs with its emergency lights and merges ahead of traffic to pace vehicles and create more speed uniformity.

Notable results from the recent test:

- The pacing ran from 10:10 a.m. to about 2:15 p.m.
- Average Speed: 55 miles per hour (mph) while pacing was in effect. Between vehicle platoons the speed was 60 mph.
- Data showed very high compliance and speed differentials were reduced, even between vehicle platoons – a key determinant since wide variations in speed lead to higher probability of accidents, which in turn increases congestion substantially.
- After the test was concluded, vehicle speeds begin to increase to the 70 mph range and higher while trucks continued to average 30 mph and vehicles were traveling at many different speeds in between.
- Only one driver tried to pass the Colorado State Patrol (CSP) pace vehicle--several times-- but the officer was able to use a loud speaker to gain compliance.
- The test showed that communication and operational coordination worked well with all parties – CDOT, the Colorado State Patrol and the Silverthorne Police Department.
- It appears from initial test indicators, it possibly can be another tool to maximize the capacity we have on I-70 with the rolling speed harmonization.
- If it reduces accidents, and the probability of accidents rises with variable speeds of vehicles, it can be considered a successful way to lower accidents.
- This test did not adversely affect traffic and it flowed smoothly throughout the test period. However, the vehicle counts were not that high – High: 1,479 vehicles, Low: 1,200 vehicles.

Because the results were positive on the initial 8-mile test section, a next test will be conducted on September 25th extending from Silverthorne to Empire Junction/US 40, a 27-mile section of I-70.

More information will be provided when details are finalized for the next test. As it's currently scheduled for a Sunday, traffic volumes will be higher and more realistic to when this effort would be deployed.

If results are still positive, CDOT will conduct the next round of rolling speed harmonization when winter driving conditions are in effect.

FMCSA Delays Elimination of Registrant-Only USDOT Numbers

In a posting in the Federal Register yesterday, the Federal Motor Carrier Safety Administration (FMCSA) announced that it is delaying the planned elimination of registrant-only USDOT numbers.

According to the Truck Renting and Leasing Assn. (TRALA), registrant-only USDOT numbers are used to identify “registered owners of CMVs that are not motor carriers but lease their trucks to motor carriers.” Among this group are leasing companies.

FMCSA announced on Aug. 9, 2010, that it planned to discontinue use of the numbers as of Sept. 1, 2011, because they were “being used differently from what the agency intended and thus the practice of issuing registrant-only numbers to entities that are not motor carriers is having an adverse affect on the agency’s ability to track motor carriers’ safety violations.”

After receiving comments, including those from TRALA, FMCSA has pushed back the date of elimination to Sept. 1, 2012.

According to TRALA, the elimination of the registrant-only USDOT number would result in leasing companies facing time-consuming administrative burdens to contest violations incorrectly assigned to their USDOT number due to the “misidentification of some rental trucks by law enforcement under current CMV marking regulations.”

Colorado (CDL) Program Manager Notifies Companies About Important Upcoming Changes

- Following is a letter from **Steve Monson, Commercial Driver License (CDL) Program Manager** for the State of Colorado and the Colorado Department of Motor Vehicles.
Mr. Monson can be reached at **303-205-5829**, smonson@spike.dor.state.co.us.
- **For more information** about the **DOT/CDL Medical Project requirements**, please contact **Mike** at mjs@mjsafety.com. I'll be glad to forward the documentation to you.

STATE OF COLORADO

COLORADO DEPARTMENT OF REVENUE
Division of Motor Vehicles

1881 Pierce Street
Lakewood Colorado
Phone (303) 205-5613
Fax (303) 205-5990

Mailing Address
Driver Control Room 164
Denver, Colorado 80261-0016
www.colorado.gov/revenue



July 25, 2011

Greetings. My name is Steve Monson and I am the Commercial Driver License (CDL) Program Manager for the State of Colorado and the Colorado Department of Motor Vehicles. My job is to enforce certain federal regulations regarding the CDL program.

You are receiving this letter because we have identified your company as possibly having contact with a large number of Colorado CDL holders and I wanted to let your company and your drivers know of some important upcoming changes regarding CDL Licenses, DOT medicals and employer recordkeeping. If your company does not deal with CDL drivers you may disregard this letter.

In 2009 (with an effective date of 01/30/12) the Federal Motor Carrier Safety Administration (FMCSA) passed rule making that essentially ties the DOT medical to the CDL license and gives enforcement of expired or improper DOT medicals to the DMV. **These changes only affect CDL holders and do not affect drivers of CMV's under 26,001 lbs GVWR.**

I wrote this document as an aid to drivers and companies to help them prepare for and come into compliance with the upcoming CDL/DOT medical merge project.

Every requirement within this project is a federally mandated requirement and the Colorado CDL unit has attempted to understand and implement each item to their best understanding. Readers of this document must understand that there may be changes to this document at any time due to changing guidance from the Federal Motor Carrier Safety Administration (FMCSA).

The federal rules that are impacted by this project are 49 CFR 383, 384, 390 and 391. To view these regulations you can go online to www.fmcsa.gov/dot

If you have any questions regarding this document or any material contained within the document please contact me or my assistant. Our contact information can be found at the end of this document.

Sincerely,

Steve Monson
State of Colorado CDL Program Manager

ATA Urges DOT to Cut 'Unnecessary' Rules; Start with HOS

American motor carriers are urging the Obama administration to live up to its promise to relieve the burden of unnecessary regulations as it considers changes to the **Hours-of-Service Rules**.

The proposed "costly changes" to truck drivers' **Hours-of-Service Rules**, if finalized, "would result in reduced wages for hundreds of thousands of drivers, significant administrative and efficiency costs for trucking companies, and most importantly, billions of dollars in lost productivity," ATA senior VP of Policy and Regulatory Affairs Dave Osiecki wrote in a letter to Cass Sunstein, administrator of the Office of Information and Regulatory Affairs at the Office of Management and Budget. "These inefficiencies and costs would deal a serious and sustained blow to the huge 'tangible goods' economy that trucking supports, affecting not only shippers of freight, but ultimately consumers."

Proposed after political pressure from outside groups, the changes – which are rumored to include cutting the daily driving limit and overhaul the 34-hour restart provision -- would "enact drastic changes to driver's lifestyles and carrier operations without providing any safety benefit," says ATA.

"DOT described its proposal as a means to further improve trucking's highway safety record. Yet, **FMCSA's** own regulatory impact analysis showed that the proposal's costs outweigh any potential crash reduction benefits," Osiecki wrote.

The current **Hours-of-Service Rules**, in place since 2004, he said, have allowed for trucking to move 70 percent of the nation's goods and achieve record low levels of crashes and fatalities – a fact **FMCSA's own data strongly supports**.



**Watch for more discussion about the
Hours-of-Service Rules
in the October Newsletter**