



A Publication of Missouri Department of Transportation's **Motor Carrier Services**

Safety Is Primary So Is the Seat Belt Law for CMVs

The most recent survey of commercial motor vehicle safety belt use - in 2008 - resulted in an overall commercial motor vehicle usage rate of 73.4 percent. That was an increase of almost six percent over the 2007 usage rate, but is surprisingly low because by federal law, CMV drivers can be pulled over for failure to use a seat belt and no other reason.

Commercial vehicle drivers' safety belt use was worst among dump truck drivers - 53.3 percent for straight trucks and 58.2 percent for combination dump trucks. Bus drivers had the highest usage rate among straight vehicles with a 78.2 percent usage rate. Single trailer drivers had the highest usage rate among combination truck drivers at 80.8 percent.

No matter how many accident-free miles you have, no matter how big the truck you operate, no matter your opinion about the seat belt law, the safest place for you to be in a crash is behind a buckled safety belt. Besides keeping you from smashing around the cab - or ejecting and being crushed - during a crash, it keeps you in a position to possibly regain control and avoid secondary collisions - so even more travelers get to Arrive Alive.

Safety is primary. So is the seat belt regulation for commercial drivers.

See page 3 for a complete list of the 2008 seat belt survey results.

MoDOT Implements Further Cost Saving Measurements Workforce to be Reduced by Approximately 400; No Layoffs Planned

MoDOT announced dramatic cost savings measures and a plan to keep major highways in good condition and to improve smaller highways as less funding is available for new construction. The department will save \$203 million over the next five years by cutting costs and eliminating 400 salaried positions without layoffs by June 30, 2013.

MoDOT's construction program is on a steep decline due to stagnant state revenues, uncertain federal funding, rising employee benefit costs and no more money coming from Amendment

3 mandated bonds. Because of this, MoDOT set a new direction for the next five years.

The plan calls for a focus on keeping the existing transportation system in good condition and for meeting all commitments made in the five-year Statewide Transportation Improvement Program.

MoDOT has made great strides in improving Missouri's transportation system and rebuilding trust, but financial uncertainties are threatening the progress made over the past five years. Despite this challenge, the department remains

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Jan's Letter

Happy Work Zone season to everyone! MoDOT is happy to be able to put up the snow fighting equipment and get into maintenance and construction mode. Besides being tired of the cold, fighting snow cost \$45 million this winter! Keep an eye out for work zones, the equipment we use and drivers who watch the workers instead of the road. Check out the traveler information map and the Safe & Sound map at www.modot.org for work zone and bridge closure information.

Speaking of safety, it's even more of a hot topic right now. Comprehensive Safety Analysis (CSA) goes live this summer for interstate carriers. It's human nature that any new program will raise concern, but I'm confident that in a few short months, carriers will prefer this approach to safety. I urge you to visit <http://csa2010.fmcsa.dot.gov>. It's chock-full of good information and frequently asked questions.

Why the new approach to safety? Checking and responding to unsafe behavior before it causes crashes and other

problems makes good sense. As the program becomes engrained, good carriers will spend less time proving their safety compliance and law enforcement can concentrate their effort on correcting unsafe carriers and behaviors.

It's also good sense (and good cents) to make use of all the safety equipment available to you. See that seat belt in your truck? **Use it.** Safety is primary – and so is the seat belt law for commercial motor carriers. Expect more attention on seat belts – even on rural roads. Not only can the belt help you survive a crash, by holding you in a safe driving position, it can help you avoid a secondary crash. As for the cents, you can avoid a fine and points on your CSA BASIC score by taking two seconds to buckle up.

Safe travels,



Motor Carrier Services Director

Coming to See Us?

Planning a trip to the MoDOT Motor Carrier Services office? Great! We know there are times that nothing but face-to-face conversations will do. We're happy to meet the carriers we serve in person.

There's just one thing. It breaks our hearts when folks drive for hours to see us but don't have everything they need to complete their business. Visitors come in without vital papers. Some run into unforeseen problems. For example, someone might lease onto a company and not know that the company has an issue with the Secretary of State or has title problems until they're in our lobby.

It is awful to tell someone that we can't help him or her. There is something you can do, however. Before heading to Jefferson City, call us.

Dial 1-866-831-6277 and tell us what you want to accomplish. We'll let you know what we'll need you to bring. We might even be able to save you a trip and take care of things over the phone – even though it would be fun to meet you, too!

Cost Saving Measurements

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committed to providing a smooth and safe ride on state highways and delivering improvements on time and under budget.

MoDOT will save \$81 million over the next five years by reducing the size of its workforce and work space. By June 30, 2013, there will be 400 fewer positions. This reduction will not be achieved through layoffs, but rather by instituting a hiring freeze on 75 percent of positions that become vacant and by making sure the right people are in the right jobs. The department will also reduce the number of offices and buildings it owns.

MoDOT will save another \$122 million over the next five years by cutting costs. The department will reduce spending on vehicles, buildings and other capital improvements, information technologies and materials inventory. Other reductions will be more visible to the public, such as less mowing, litter pickup and sign replacement. MoDOT will also find a less expensive way to do striping, reduce the use of consultants and use shorter-term pavement treatments.

Safety Is Primary

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CMV Drivers' Safety Belt Use Straight Truck

Vehicle Type 7 Straight Frame	Restrained		Not Restrained	
	Frequency	Percent	Frequency	Percent
Van	989	68.5	455	31.5
Tanker	176	76.5	54	23.5
Dump	305	53.3	267	46.7
Flat Bed	415	57.5	307	42.5
Bus	401	78.2	112	21.8
Other	493	62.7	293	37.3
Total	2779	65.1	1488	34.9

Type 7 vehicles generally had six or more tires and a straight frame

CMV Drivers' Safety Belt Use Combination Vehicles

Vehicle Type 8 Combination Vehicle	Restrained		Not Restrained	
	Frequency	Percent	Frequency	Percent
Box Trailer	8807	75.9	2800	24.1
Single Tanker	942	80.8	224	19.2
Double Trailer	985	80.1	245	19.9
Flat Trailer	1435	74.0	505	26.0
Car Hauler	331	75.7	106	24.3
Bobtail	342	74.0	120	26.0
Dump	373	58.2	268	41.8
Other	171	61.3	108	38.7
Total	13386	75.4	4,376	24.6

Type 8 vehicles had 10 or more tires and were combination vehicles

Source: "Missouri Commercial Motor Vehicle Safety Belt Survey Final Report",
Missouri Safety Center, September 2008



Mo./Neb. Agree to Waive CDL for Farm Drivers

Applies for Straight Trucks Only

Missouri and Nebraska signed an agreement to waive the commercial driver's license requirement for farm vehicle drivers who operate straight trucks between the states.

Farm drivers from either Missouri or Nebraska who have a valid non-commercial driver's license may operate a farm vehicle within either state if the farm vehicle:

- Is properly operated as a farm vehicle under the laws of either state;
- Is controlled and operated by a farmer or his or her family members or employees, so long as the operator has a valid Missouri or Nebraska driver's license and is aged 18 years or older;
- Is used exclusively to transport either agricultural

products, farm machinery, farm supplies or both to or from the farmer's farm;

- Is not used in the operations of a common or contract carrier;
- Is not a combination of truck-tractor and semi-trailer;
- Is not carrying placardable hazardous materials; and
- Is only used within 150 miles of the farmer's farm.

All other regulations and rules apply to farm truck drivers. It is important to be familiar with both Missouri and Nebraska regulations before venturing across state lines.

A copy of the agreement is available at:
www.modot.org/mcs/NewCarrier.htm

OSOW Permits Issued Lickety-Split

If you like to grab a cup of coffee while your application for an oversize overweight permit processes, well, we're sorry. You'll need to find a new time to grab a cup.

Advances in MoDOT Carrier Express programming have radically sped the response time for routine and annual blanket permit requests.

Now, all Missouri state-maintained routes are part of the "auto-issue" system. When an application is received, MCE can check the height, width and weight limits of any Missouri mile almost instantly. Imagine the surprise of customers whose printers churn to life one second after they hit the enter button on their OSOW application!

"Isn't it exciting?" asked Debbie Bradshaw, the OSOW Team supervisor. "We're able to handle more requests faster than ever before."

While the MCE system checks measurements, it also verifies that a carrier has all necessary credentials in place. If there is an issue with insurance or if a for-hire carrier lacks intrastate authority for a Missouri-only move, for example, the system brings the application to an agent's attention.

Agents also look at every request that has an entry in the Notes section. That's important to know. Carriers who want a specific route can ask for it in Notes and an agent will try to accommodate the request.

While plotting a route, if the MCE system encounters a highway with a height, weight or width restriction, it will find another route. If a carrier isn't aware of maintenance

or construction projects, that can be a surprise. Especially during highway construction season, carriers can expect the unexpected when it comes to routing.

Motor Carrier Services agents appreciate the improvement. As budgets tighten and the number of superload permit requests increase, the automated system helps to keep the workload manageable.

Use MoDOT Carrier Express to Add Funds to OSOW Escrow

Add funds to your OSOW escrow account through MoDOT Carrier Express any time! There's no need to wait for the MoDOT office to open. The process is very simple:

1. Log into MoDOT Carrier Express www.modot.org/mce
2. Click on "PAYMENT", then choose "Escrow Funding".
3. Under "FUNDING METHODS" choose either credit card or e-check, enter the information for the card (including the CV2 security code on the back of the card) or bank account. Enter the amount you wish to deposit into the escrow account.
4. Click on "GET FEE" to determine the convenience fee.
5. Click the "APPLY FUNDING" button. That's it!

The money will be available for immediate use to order OSOW permits.

If you have any questions about the escrow funding process, please call MoDOT MCS at 1-866-831-6277.



Matt Freeman is MoDOT's hazardous materials specialist.

I want to give a big thank you to all the people that I spoke with in February at the Petroleum and Convenience Store Expo in Branson. It was great to meet you and to answer all the good questions you had for me.

I've received several questions about the transportation of automobiles, construction equipment, and other self-propelled vehicles. People want to know about the \$1 million insurance requirement. That requirement was raised to the same level as hazardous materials carriers because the fuel used by automobiles, construction equipment and other self-propelled equipment (powered by an internal combustible engine) is considered a hazardous material. By definition in the Hazardous Materials Regulations, they are listed as engines, internal combustible, flammable gas or flammable liquid powered.

Transporters of such vehicles may be subject to the exceptions granted in Part 173.220 of the HMRs. If the exception applies, the carrier is not required to comply with HM requirements regarding shipping papers, placards, markings, labels, etc. Please check HMR Part 173.220 as it applies to your specific operation.

You can review questions like this that are posed to the Pipeline and Hazardous Materials Safety Administration at www.phmsa.dot.gov.

"While looking at and touching the vehicle during a post-trip inspection, listen for leaks and be aware of odors."

An Inspection Reminder - Use Your Senses

Remember, while looking at and touching the vehicle during a post trip inspection, listen for leaks and be aware of odors.

As always, I invite you to contact me if you have any questions regarding the safe transportation of hazardous in Missouri.

How Are We Doin'?

Survey Results Shape MCS Decisions

If you've been a Missouri-based motor carrier very long, it's likely you've received a survey that asks your opinion of MoDOT Motor Carrier Services. And you might wonder why we ask.

The answers we receive from the monthly surveys tell us how our work is received. Respondents answer three questions, rate the service received in regard to six areas, and have the opportunity to write comments and leave contact information if they'd like us to call.

MCS management studies the results and uses the information to make better decisions. Many changes, such as upgrades in the MoDOT Carrier Express program, the increase in the number of hours MCS is open and even the hold music we choose are influenced by the answers and comments we receive through the survey.

In case you're wondering, carriers reported overwhelming satisfaction with MCS for the past several years. The latest surveys indicate that 95 percent of respondents are pleased with our work. That is a humbling compliment. We thank you for giving us such a strong performance evaluation and ask you to keep telling us what you think. For our part, we'll keep aiming for 100 percent!

Virtual Weigh Station is Virtually Invisible

Want to have some fun with Interstate 55 travelers? Ask them to spot the new weigh station. This spring, MoDOT opens a weigh facility like no other in the state.

The first unique feature is the location. It is built into the ramp that takes traffic from I-55 South to U.S. 67 South near Barnhart, Mo. However, the most exciting news is that the site is completely electronic.

A weigh-in-motion scale built into the ramp weighs moving vehicles. Weights above a certain threshold cause special cameras to snap images of truck license plates and the USDOT number on the cab door. These images are processed instantly and information about the carrier is pulled from state and federal databases. If all is well, the truck moves on. If the truck is overweight or a problem such as a stolen license plate or unlawful operation is discovered, law enforcement officers who monitor the location remotely can dispatch someone to stop the vehicle.

Images can be captured day or night, in clear, rainy and snowy weather - helping keep your workplace safe.

CSA Milestone

Carriers Have Access to Safety Data

On April 12, 2010, interstate motor carriers reached a major safety milestone. The Federal Motor Carrier Safety Administration opened a Web site carriers can visit to view their Comprehensive Safety Analysis (CSA) data.

The site opening occurs six months before the new safety assessment system takes full effect on November 30, 2010. This gives carriers the opportunity to see how their actions and the behavior of their drivers affect their assessment from month-to-month.

The former safety system, SafeStat, tracked out-of-service violations and crash incidents. CSA counts all violations toward a carrier's safety status. It is expected that some carriers who operated safely under SafeStat will be surprised to find that their CSA data reveals areas of concern.

It is crucial for these carriers to take full advantage of the six-month transition period to address issues, improve safety performance and possibly request correction of some data. Because data is assessed on a monthly basis, changes in safety behavior become apparent much more quickly.

The new program automatically categorizes data into behavioral areas, identified as Behavioral Analysis and Safety Improvement Categories or BASICS. BASICS represent behaviors that lead to or increase the consequences of crashes. This information would then be used to determine safety fitness. The BASICS currently considered to generate this measure are:

- **Unsafe Driving** — Dangerous or careless operation of commercial motor vehicles. Data would include driver traffic violations and convictions for speeding, reckless driving, improper lane change, inattention, and other unsafe driving behavior.
- **Fatigued Driving** — Driving commercial motor vehicles when fatigued. This would be distinguished from incidents where unconsciousness or an inability to react is brought about by the use of alcohol, drugs, or other controlled substances. Data would include (1) hours-of-service violations discovered during a compliance review, focused review, roadside inspection, or post-crash inspection, and (2) crash reports with driver fatigue as a contributing factor.
- **Driver Fitness** — Operation of commercial motor vehicles (CMVs) by drivers who are unfit to operate a CMV due to lack of training, experience, or medical qualification. Data would include (1) inspection violations for fail-

ure to have a valid and appropriate commercial driver's license, or medical or training documentation, (2) crash reports citing a lack of experience or medical reason as a cause or contributory factor, and (3) violations from a compliance review or focused review for failure to maintain proper driver qualification files, or use of unqualified drivers.

- **Controlled Substances and Alcohol** — Operation of a CMV while impaired due to alcohol, illegal drugs, and misuse of prescription medications or over-the-counter medications. Data would include (1) roadside violations involving controlled substances or alcohol, (2) crash reports citing driver impairment or intoxication as a cause, (3) positive drug or alcohol test results on drivers, and (4) lack of appropriate testing or other deficiencies in motor carrier controlled substances and alcohol testing programs.
 - **Vehicle Maintenance** — CMV failure due to improper or inadequate maintenance. Data would include (1) roadside violations for brakes, lights, and other mechanical defects, (2) crash reports citing a mechanical failure as a contributing factor, or (3) violations from a compliance review or focused review associated with pre-trip inspections, maintenance records, and repair records.
 - **Improper Loading/Cargo Securement** — Shifting loads, spilled or dropped cargo, and unsafe handling of hazardous materials. Data would include (1) roadside inspection violations pertaining to load securement, cargo retention, and hazardous material handling, and (2) crash reports citing shifting loads, or spilled/dropped cargo as a cause or contributing factor.
 - **Crash/Incident Experience** — Histories or patterns of high crash involvement, including frequency and severity. Data would include law enforcement crash reports and crashes reported by the carrier and discovered during compliance reviews.
- CSA will be fully implemented November 30, 2010. At that time, the first intervention actions will be taken. Interventions are triggered by one or more deficient BASICS, a high crash indicator, a complaint or a fatal crash. Intervention steps include:
- **Warning Letter** — Correspondence sent to a carrier's place of business that specifically identifies a deficient BASIC(s) and outlines possible consequences that will result from continued safety problems.

- **Targeted Roadside Inspection** — The targeted roadside inspection focuses on the review of inspection items that relate directly to the deficient BASIC(s) score, as determined by the measurement system.

- **Off-Site Investigation** — A carrier is requested to voluntarily submit documents to FMCSA to determine the reason for a safety problem. Types of documents requested for review may include third party documents such as toll receipts, border crossing records, or drug testing records. The goal will be to identify issues responsible for poor performance with minimal investment of resources. If the carrier does not voluntarily submit documents, FMCSA reserves the right to initiate an on-site investigation or to subpoena the records (see below).

- **On-Site Investigation** — The purpose of this intervention is the same as an off-site investigation, to determine the root cause of a safety problem and to recommend remedial actions. “Focused” on-site investigations will target specific problem areas (for example, maintenance records), while “comprehensive” on-site investigations will address multiple aspects of the carrier’s operation.

- **Cooperative Safety Plan** — Implemented by the carrier, this safety improvement plan is voluntary. The carrier and MCS corroboratively create a plan to address the underlying problems resulting in the carrier’s substandard safety performance, with minimum investment of MCS resources.

- **Notice of Violation (NOV)** — The NOV is a formal notice of safety deficiencies that requires a response from the carrier, and is used when the regulatory violations discovered are severe enough to warrant formal action but not a civil penalty (fine). It is also used in cases where the violation is immediately correctable and the level of, or desire for, cooperation is high. To avoid further intervention, including fines, the carrier must provide evidence of corrective action or initiate a successful challenge to the violations.

- **Notice of Claim (NOC)** — An NOC will be issued in cases where the regulatory violations are severe enough to warrant assessment and issuance of civil penalties.

- **Settlement Agreement** — A Settlement Agreement is a contract negotiated with the carrier to enact remedies that address the root cause of a safety problem, deferring or reducing penalties, or allowing termination of enforcement proceedings.

Read through the BASICs closely. Does your company have any issues with any of the items? What adjustments can you make to address the problems?

Now is the time to incorporate policies, establish training and otherwise promote change within your company so that unsafe behaviors are discouraged.

Important Web Links

Access CSA data and find much more information about the program:
<http://csa2010.fmcsa.dot.gov>

More information on the BASICs:
<http://csa2010.fmcsa.dot.gov/about/basics.aspx>

MoDOT’s CSA site:
<http://www.modot.org/mcs/CSA2010.htm>

FMCSA Federal Office
1-877-254-5365

When leaving a message, include your name, phone number/e-mail address, USDOT number, your question, comment or suggestion.

FMCSA Missouri Office
(573) 636-3246

Questions and Answers

What is CSA?

CSA is a new, high-impact safety program. It will improve the safety of large trucks and buses that travel interstate, ultimately reducing the number of crashes. Federal and state agencies will more efficiently address safety by addressing behaviors by drivers and motor carriers that are known to cause crashes.

How do I access my CSA data?

Visit <http://csa2010.fmcsa.dot.gov>. You’ll need your USDOT and Carrier PIN to access your safety data.

I don’t have Internet access. How do I receive my data?

Public Internet access is available at libraries throughout the state. You can request a password and access the site from any computer with an Internet connection, so a friend or family member with a computer might be able to help.

You can reach the FMCSA by phone:

FMCSA Federal Office
1-877-254-5365

When leaving a message, include your name, phone number/e-mail address, USDOT number, your question, comment or suggestion.

FMCSA Missouri Office
(573) 636-3246

Why is CSA necessary?

Because it focuses on behaviors that are known to cause crashes, CSA allows enforcement to concentrate on spe-

Questions and Answers

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cific issues with motor carriers where unsafe behaviors occur – before the behaviors lead to a crash.

The approach also allows more efficient use of investigator and motor carriers' time and effort.

How is CSA different from the previous commercial motor vehicle safety approach?

Before, enforcement visited with motor carriers after a crash or major safety violation occurred. With CSA, the Federal Motor Carrier Safety Administration and its state partners contact motor carriers when unsafe driver or car-

rier behaviors are identified, well before risky behaviors become chronic and habitual.

How is behavior information gathered?

All safety-based roadside violation information goes into a national database. It is sorted into seven Behavior Analysis and Safety Improvement Categories or BASICs. The violations are weighted by severity, based on known correlations between the behavior and crash risks.

The intervention process is triggered by a score assigned to the carrier, based on the BASICs. It could result in a simple phone call or letter, an on site visit or other activity.

Rest a Little, Learn a Lot!

Marston and Hayti Welcome Centers to Feature Area History, Geology

Interstate 55 travelers now see a lot of activity along the southbound lanes near Marston, and along the northbound lanes near Hayti. Construction of new Welcome Centers which will include dozens of truck parking spaces is underway.

In keeping with Missouri's practice of highlighting important local events and features, the Marston Welcome Center highlights the region's earthquake-prone nature, the Mississippian culture of the indigenous people who lived in the area generations before European explorers arrived and the lives of early settlers.

Jagged lines in the concrete sidewalks mimic the tracings of seismograph needles when the nearby New Madrid Fault rumbles. Mounds and berms, such as those built by native people and light poles that are similar to the stockades that were used around early settlers' villages, add interest to the landscape.

Even the trees and plants have a story to tell. Stands of cypress remind visitors that these trees grew in abundance prior to the clearing of the area's forests. Other native plants and trees beautify the area. Native plants, because they are adapted to the area, tend to be more vigorous and require fewer resources than other flora.

The Hayti Welcome Center, located at mile marker 20 of I-55 North in Pemiscot County, will include a wetlands theme.

Interpretive design elements, incorporated throughout the building and site, highlight the unique history of Hayti and the wetland ecology of the floodplains of the Mississippi River. Visitors will be welcomed by sculptures based on the

historic dredges that helped create levees and drained the swamps. A walking trail will depict the early "pole roads" or plank paths that were built on top of the wetlands. A map of Pemiscot County and the Mississippi River will greet the public in the foyer of the Welcome Center. Upon entering the building, guests will be greeted by another ceramic tile mural of early Bootheel history.

While honoring the past, the centers provide modern conveniences. Visitors will find an abundance of passenger and commercial truck parking; clean, efficient rest rooms; covered picnic areas and armloads of information about local attractions. Travelling dogs and cats even have their own designated rest area, complete with pick-up bags.

The Welcome Centers are on track to open late this fall.



Native flora are featured in this artist's rendering of the welcome center under construction near Marston on I-55.

Free Safety and Motor Carrier Program Seminars

Motor Carrier Services offers free seminars throughout the state to help motor carriers learn more about operating a commercial motor vehicle safely. Please call 1-866-831-6277, extension 6 , or visit www.modot.org/mcs/TrainingOutreach.htm to reserve your place in a class.

General Safety Training

Date	City	Location	Address
Aug 9	St. Joseph	East Hills Public Library	502 North Woodbine 64506
Aug 10	West Plains	West Plains Civic Center	110 St. Louis 65775
Aug 10	Rolla	MoDOT Construction Office	204 E. 4th Street 65401
Aug 11	Joplin	MoDOT Southwest District Office	3901 East 32nd Street 64804
Aug 12	Kirksville	Mo. Department of Conservation	3500 S. Baltimore St.
Nov 8	Jefferson City	MoDOT Motor Carrier Services	1320 Creek Trail Drive 65109
Nov 8	Springfield	MoDOT Springfield Area District Office	3025 East Kearney Street 65801
Nov 9	Independence	Holiday Inn Express	19901 E Valley View Pkway 64057
Nov 10	Poplar Bluff	Missouri State Highway Patrol Troop E	4947 Highway 67 North
Nov 10	St. Charles	Days Inn	2781 Veterans Memorial Pkway 64057
Nov 10	Excelsior Springs	Elms Resort	401 Regent Street 64024

Passenger Vehicle Training

Date	City	Location	Address
Aug 11	St. Charles	Days Inn	2781 Veterans Memorial Pkway 64057
Nov 8	Columbia	Columbia Convention & Visitors Ctr	300 S. Providence Rd 65203
Nov 11	Springfield	MoDOT Springfield Area District Office	3025 East Kearney Street 65801

Basic Hazardous Materials Training

Date	City	Location	Address
Aug 13	Arnold	Jefferson County Fox Library	1701 Missouri State Rd 63010

Hazardous Materials Security Plan Training

Date	City	Location	Address
Aug 8	Springfield	MoDOT Springfield Area District Office	3025 East Kearney Street 65801
Aug 12	Cape Girardeau	Cape Girardeau Public Library	711 N. Clark 63701

Motor Carrier Credentials Training

Date	City	Location	Address
June 22	Columbia	Daniel Boone Regional Library	100 W. Broadway 65205
July 13	Lebanon	TBA	
July 27	Cape Girardeau	Cape Girardeau Public Library	711 N. Clark 63701
Aug 3	Chesterfield	MoDOT Transportation Management Ctr	14301 South Outer 40 Road 63017
Sept 14	Lee's Summit	MoDOT Kansas City Area Office	600 Northeast Colbern Road 64086
Sept 21	Jefferson City	MoDOT Motor Carrier Services	1320 Creek Trail Drive 65109
Oct 5	Joplin	MoDOT Southwest District Office	3901 East 32nd Street 64804
Oct 19	Rolla	TBA	
Nov 9	Sikeston	MoDOT Southwest Area District Office	2675 N Main St. 63801
Nov 23	St. Charles	TBA	
Dec 7	St. Joseph	East Hills Public Library	502 North Woodbine Rd 64506

Missouri Trucking Association Annual Safety Awards Honor Outstanding Drivers, Companies

At the Missouri Trucking Association's 63rd annual Safety Awards Luncheon, the industry's finest safety and driving professionals were honored.

The Missouri Trucking Association received the coveted Summa Cum Laude Award from American Trucking Associations' State Association Recognition Program for effectively fostering and promoting highway safety programs within Missouri for the greater good of the trucking industry and all highway users.

The 2009 Missouri Driver of the Year is Herman "Junior" Foley, a driver for Opie's Transport of Eldon, Mo. Mr. Foley, a professional driver for 44 years, has driven nearly two million miles during his career.

Dave Gach, Vice Chairman of the Missouri Highways & Transportation Commission presented Mr. Foley with a certificate and trophy.

Drivers of the Month for 2009 included:

January – Joe Mangiaracino, Fed Ex Freight, Sullivan, Mo.

February – Archie McCourt, Prime, Inc., Bergholz, Ohio

March – Francis Buzzard, Above Par Leasing, Seneca, Mo.

April – Ronald Hoover, Prime, Inc., Casper, Wyo.

May – Jim Patterson, Above Par Leasing, Fort Smith, Ark.

June – Herman "Junior" Foley, Opie's Transport, Inc., Eldon, Mo.

July – Robert Hussey, Wal-Mart Transportation, St. James, Mo.

August – William Willoughby, Above Par Leasing, Sarcoxie, Mo.

September – Barry Hill, Christenson Transportation, Strafford, Mo.

October – Michael Crawford, Prime, Inc., Long Lane, Mo.

November – Glen Horack, Prime, Inc., Elkland, Mo.

December – Larry Wedel, Above Par Leasing, Avant, Okla.

Jack Curry, American Central Transport, Inc., Liberty, Mo., was named "Safety Director of the Year".

The Grand Trophy winner in the "Fleet Safety Contest", a competition among motor carrier fleets for the best no-accident record on a fleet-wide basis during the 2008-2009 contest period, was Wal-Mart Transportation of St. James, Mo.

The winners in each of four divisions of competition included:

Local Division

Flexway Trucking, Inc., Hazelwood, Mo.

Honorable mention - Delta Companies, Inc./Delta Concrete, Inc., Cape Girardeau, Mo.

Over the Road, Up to One Million Miles

Twehous Excavating, Inc. of Jefferson City, Mo.

Over the Road, One to Five Million Miles

Rollet Brothers Trucking, Perryville, Mo

Honorable mention - McNay Truck Line of Quincy, Ill.

Over the Road, Over Five Million Miles

Wal-Mart Transportation, St. James, Mo.;

Honorable mention -Transport Distribution Company, Joplin, Mo. and D & D Sexton, Carthage, Mo.

Steele-ing Truck Parking Spaces in Southeast Mo.

More Than 100 New Spaces Coming to I-55

The Steele Rest Areas, located along Interstate 55 at mile marker 3 were closed when the American Recovery and Reinvestment Act (ARRA) pavement rehabilitation started last summer. MoDOT is re-purposing both locations to serve as truck parking areas. Plans call for a reopening in the fall with 11 truck parking spaces available on each side of I-55.

In addition to offering truck parking, MoDOT is building two new I-55 welcome centers. The Marston Welcome Center is under construction at I-55 South mile marker

42.4. On the northbound side, the Hayti welcome center is underway at mile marker 20.4. Both are expected to open in November 2010 with 124 new parking spaces – 60 at Hayti and 64 at Marston – for commercial trucks and recreational vehicles.

■ Did you start a transaction in the MoDOT Carrier Express and now can't get it to open? Use Supplement Continuance to find your way back to the point where you left off. Step-by-step instructions for using the function are available on the IFTA and IRP program pages at modot.org/mcs.

■ U.S. Transportation Secretary Ray LaHood announced a federal rule that proposes to specifically prohibit texting by interstate commercial truck and bus drivers. The proposed rule would make permanent an interim ban announced in January 2010 that applied existing safety rules to the specific issue of texting.

FMCSA research shows that drivers who send and receive text messages take their eyes off the road for an average of 4.6 seconds out of every 6 seconds while texting. At 55 miles per hour, this means that the driver is traveling the length of a football field, including the end zones, without looking at the road. Drivers who text while driving are more than 20 times more likely to get in an accident than non-distracted drivers.

The proposed rule appeared in the Federal Register on April 1. Follow the progress of the U.S. Department of Transportation in working to combat distracted driving at www.distraction.gov.

- Stay informed about FMCSA rulemaking by visiting www.regulationroom.org. The site, a joint project of the federal agency and Cornell University makes it easier to learn about and comment on proposed regulations.
- Do you travel in New York State? If you have an apportioned license plate with Missouri's bluebird design and have a certificate of registration with New York that bears your old license plate numbers, you should apply for a new NY certificate.

Carriers with less than six vehicles can fax copies of their certificates of registration to NY. Cross out the old plate number and write in the new number. Fax the list to (518) 435-8420.

Carriers with six or more vehicles should fax a spreadsheet with the date, the carrier's name and tax ID number and a listing of:

- Certificate of Registration numbers
- VINs of affected vehicles
- The jurisdiction that issued the plate - MO in this case
- The new license plate number

Use the same fax number, (518) 435-8420, and send the spreadsheet to: Attn: HUT Revisions.

Revised certificates of registration will be mailed within 30 days.

June 1

Carriers with apportioned plates that expire June 30 must pay renewal fees by this date

June 30

Carriers with apportioned plates that expire today must display new credentials tomorrow

July 1

Carriers with apportioned plates that expire September 30 must file an application for renewal by this date. File and pay Unified Carrier Registration fees by this date. Nationwide enforcement begins July 15.

July 5

Independence Day – State Holiday – All MoDOT offices closed

August 2

Application deadline for carriers with apportioned plates that expire September 30

September 1

Fee deadline for carriers with apportioned plates that expire September 30

September 6

Labor Day – State Holiday – All MoDOT offices closed

News on Wheels

Missouri Department of Transportation
Motor Carrier Services
P.O. Box 893
Jefferson City, MO 65102
573.751.7100
Toll Free: 866.831.6277
Fax: 573.751.0916
www.modot.org/mcs

Additional copies available upon request. If you have any questions or comments, please send them to the address at left.

Motor Carrier Services Director
Jan Skouby

Produced and published by
MoDOT Motor Carrier Services
and Community Relations

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.





News on **Wheels**

Missouri Department of Transportation
Motor Carrier Services
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Jefferson City, MO 65102

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U.S. Postage
PAID
Jefferson City, MO
Permit No. 24

Motor Carrier Services

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Jefferson City, MO 65102-0893

Physical Address

1320 Creek Trail Drive
Jefferson City, MO 65109

Phone

573.751.7100 or
toll-free 866.831.6277

Fax

573.751.0916

2010 Unified Carrier Registration is Open

Unified Carrier Registration for 2010 is now open. UCR is a system for registering interstate motor carriers with vehicles over 10,000 lbs. Those who must register include private, for-hire and exempt carriers, farmers who operate in interstate commerce, brokers, leasing companies and freight forwarders.

UCR must be renewed every year. Annual fees, which are based on the number of power units owned by an entity, fund state motor carrier safety programs and enforcement. The number of power units is determined from the carrier's Federal Motor Carrier Identification Form, also known as the MCS-150.

National enforcement for 2010 begins July 15. Complete the process online at MoDOT Carrier Express:
www.modot.org/mce.

2010 UCR Fees**Number of Vehicles
Owned/Operated**

Number of Vehicles Owned/Operated	Fee
0-2	\$76
3-5	\$227
6-20	\$452
21-100	\$1,576
101-1,000	\$7,511
1,001 or more	\$73,346

Web site: www.modot.org/mcs

E-Mail: ContactMCS@modot.mo.gov