

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

SafeStart to Success

Helping Carriers Establish Good Habits Early

When carriers request a USDOT number, they are automatically enrolled in MoDOT's SafeStart program. SafeStart helps new motor carriers understand and comply with state and federal motor carrier safety regulations and with the registration, tax and other business programs required of today's carriers.

SafeStart is Missouri's effort to prepare new carriers so they can avoid stronger consequences



of upcoming changes to the federal New Entrant program. Through SafeStart, MoDOT aims to help carriers start out on the right foot.

MoDOT will interact with new carriers several times during the first 18 months of their business. Through training sessions, Internet tools and other means, the agency will educate carriers on what they must do to meet regulations and pass a safety audit.

Carriers will also learn what they need to do on the business side. Motor Carrier Services will ask questions about their operating plan, equip-

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Changes Expected in UCR for 2010

Ruling on Safety Funding Expected by Year's End

Commercial motor vehicle fatalities and disabling injuries are on a steady decline nationwide. The efforts of carriers, law enforcement, states and federal organizations are making highways a safer place to earn a living.

One source of commercial vehicle safety funding is the Unified Carrier Registration program. Since 2007, UCR revenues are dedicated to safety programs administered by states and commercial motor vehicle partners.

Keep your MCS-150 up-to-date. Visit www.fmcsa.dot.gov/forms/printlr-l-forms.htm at least once every year – more often if you purchase or sell equipment.

The proposed 2010 version of UCR features two major changes: trailers are no longer included in fee calculation and the UCR fee schedule is adjusted to account for the inventory change.

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Jan's Letter

SafeStart is in full swing at MoDOT Motor Carrier Services.

Some people expect most new carriers to be placed out of service at least once after tighter New Entrant rules go into effect this December. No way! Not in Missouri!

I understand how important it is that new carriers demonstrate safe practices from Day One. Good habits, established early, live on. But a high out-of-service rate is something Missouri will avoid if I have anything to say about it – and I do!

MoDOT MCS formed SafeStart. Some of you have already attended the safety training sessions that are an essential part of the program. In the training, carriers learn about state and federal regulations and are encouraged to ask questions – both in the classroom and later, by contacting MCS. They also learn about getting and renewing license

plates, taking care of fuel taxes and obtaining all the credentials they need to operate legally on the business side.

Carriers can use a cool Web tool (URL here) that asks a handful of questions and get a list of things they must do to stay on the good side of safety and business regulations.

Our aim is to make your workplace, Missouri highways, safer. We also want new businesses to have a successful start. SafeStart benefits us all.



Motor Carrier Services Director

HAZ MATT'S CORNER

Keep Moving...Safely



Matt Freeman is MoDOT's hazardous materials specialist.

Professional drivers have a lot to think about. In addition to being safe on the highway, they must also keep their loads secure. That's especially true of hazardous materials haulers.

Here are a few tips to keep hazmat moving safely:

- Check placards. Make sure they're not torn, faded or otherwise hard to see.

- Do the shipping papers match the product you're hauling? Is all the required information on the pages?

- Be aware of your surroundings. If you see anything out of the ordinary, report it as soon as possible. Call 911 or *55.

- Choose a secure location when parking a hazmat vehicle. Be sure to lock it.

Have a HazMat question for HazMatt? Send a note to contactMCS@modot.mo.gov.

Try PrePass - FREE

Transponder and One Month's Service Offered

Anytime is a good time to save money - and when you run across an opportunity to try a money, time and fuel-saving system at no cost - it's time to act!

PrePass, a weigh station bypass system that operates in 28 states, is offering carriers a taste of their service - one month's billing - FREE.

PrePass now allows *News On Wheels* readers to take advantage of the same offer given to those who hear their radio ads. Visit www.prepass.com, select 'Sign up Online'. Click 'Begin Pre-Qualification Process' – and complete the application. When asked how you heard about PrePass, select 'Radio' and type in 'radio free offer'.

Drivers and companies with good driving records find that PrePass can save time and money on every haul. Highway sensors check weights and certifications as the truck travels at highway speed. If everything checks, a green light on the dash tells the driver to go on by. It's a system that rewards the good guys (and gals!) of the highway.

ment and their business organization and issue the type of license plate and other credentials the carrier needs.

In order to maintain good standing with state and federal regulations, MoDOT Safety and Compliance investigators must audit carriers' safety practices within the first 18 months of operation. They ask questions, look at paperwork and inspect vehicles to verify that compliance with the state and federal regulations that apply to the carrier's situation.

Please keep in mind that several regulations are so important that violating them causes an order to park your equipment until everything is fixed. In a nutshell, these regulations are concerned with:

- Alcohol and controlled substances testing and using impaired drivers
- Commercial drivers' licenses and drivers' physical fitness to drive

- Proof of insurance
- Equipment repair and inspection

The SafeStart program includes a training session and inspection of vehicles and safety records. Please contact MoDOT Motor Carrier Services toll-free at 1-866-831-6277, option 6 to reserve a spot in a training class near you.



16 Deadly Sins

Unofficially known as the 16 Deadly Sins, these violations cause automatic failure of a new entrant safety audit:

- Failing to implement an alcohol and/or controlled substances testing program.
- Using a driver known to have an alcohol content of 0.04 or greater to perform a safety-sensitive function.
- Using a driver who has refused to submit to an alcohol or controlled substances test.
- Using a driver known to have tested positive for a controlled substance.
- Failing to implement a random controlled substances and/or alcohol testing program
- Knowingly using a driver who does not possess a valid commercial driver's license.
- Knowingly allowing, requiring, permitting or authorizing an employee with a CDL which is suspended, revoked, or canceled by a State or who is disqualified to operate a commercial motor vehicle.
- Knowingly allowing, requiring, permitting or authorizing a driver to drive who is disqualified to drive a commercial motor vehicle.
- Operating a motor vehicle without having in effect the required minimum levels of financial responsibility coverage.
- Operating a passenger carrying vehicle without having in effect the required minimum levels of financial responsibility.
- Knowingly using a disqualified driver.
- Knowingly using a physically disqualified driver.
- Failing to require a driver to make a record of duty status.*
- Requiring or permitting the operation of a commercial motor vehicle declared "out-of-service" before repairs are made.
- Failing to correct out-of-service defects listed by driver in a driver vehicle inspection report before the vehicle is operated again.
- Using a commercial motor vehicle not periodically inspected. *

* Requires a violation of 51 percent or more examined records to trigger an automatic failure.

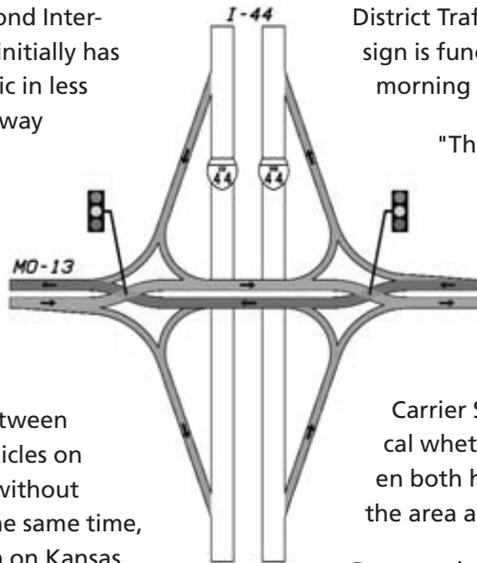
Diverging Diamond a Gem!

Unusual Design of I-44/MO 13 Interchange Moves Traffic Quickly, Safely

The first-in-the-U.S.A. Diverging Diamond Interchange, opened at Route 13 and I-44, initially has achieved its goal -- to move more traffic in less time through the busy northwest gateway to Springfield.

With the new configuration, the opposing lanes of Route 13 (Kansas Expressway) criss-cross at traffic signals at the ends of the bridge over I-44. Crossing the bridge, oncoming traffic is on the right, separated by concrete barriers with a pedestrian walkway between the barriers. This gives left-turning vehicles on Kansas Expressway a "free left" turn, without backups, onto the I-44 on-ramps. At the same time, through traffic heading north or south on Kansas Expressway moves steadily through the interchange.

The bridge over I-44 did not have to be replaced. It was repaired and the approaches reconfigured in six months – a vast improvement over the normal 1-1/2 years for a more standard interchange rebuild.



District Traffic Engineer Joe Rickman said the design is functioning amazingly well, even during morning and afternoon rush hours.

"There's no reason to believe it won't greatly improve safety," Rickman said, noting that the police reported only one crash on the DDI portion of the interchange in the first weeks after its opening.

A recent visitor to MoDOT Motor Carrier Services reported that he was skeptical whether the layout would work. He's driven both his pickup and tractor trailer through the area and now calls the intersection "cool".

Because the design is so successful, the City of Springfield, Greene County and MoDOT are giving it another go. Construction of the nation's third Diverging Diamond Interchange is now underway at the junction of U.S. 60 and National Avenue. It should be complete before Fall 2010.

I-44 Head-to-Head Traffic Continues Until Thanksgiving

The westbound lanes of Missouri Interstate 44 are closed between mile markers 184 and 176 (Kingshighway and Sugartree exits).

East and westbound travelers now temporarily use the eastbound lanes of I-44. One lane is available in each direction and westbound traffic is not allowed to enter I-44 from the Route T interchange.

MoDOT and its contractor are resurfacing the westbound I-44 lanes with 8 inches of concrete to create a smoother, lasting road surface.

Please use extreme care when traveling in this and all work zones.



PRISM Forces Chameleon Carriers to Show Their True Colors

When entering a new environment, some species of chameleon change the color and pattern of their skin. It's a fabulous adaptation for survival.

Unfortunately, some dangerous carriers exhibit a similar behavior when they attempt to blend in and establish operation in a new state after being placed out-of-service.

MoDOT takes several steps to ensure unsafe "chameleon" carriers and out-of-service carriers do not operate on Missouri roadways. Through legislation, technology and teaming with federal, state and local agencies, MoDOT pursues the identification of motor carriers who demonstrate disregard for public safety.

In 2006, the Performance and Registration Information Systems Management, or PRISM, program became law. PRISM requires carriers placed out-of-service by either the Federal Motor Carrier Safety Administration or the Missouri Highways and Transportation Commission to turn in license plates and credentials and cease all operations.

In Missouri, PRISM is based on vehicle identification numbers. An unsafe carrier's vehicles and trailers are identified by VIN and suspended until the out-of-service order is lifted. This ensures that the carrier cannot simply change names and get new plates.

Chameleon carriers can't move to Missouri from another state. MCS agents conduct background checks of interstate passenger and household goods carrier applicants. They review local, state and federal databases. Already, agents have identified and refused credentials and plates to carriers placed out-of-service in other states.

PRISM helps MoDOT provide a safe highway system and helps ensure that the only reptiles on Missouri highways are the critter kind.

Overweight Loads Must Avoid I-270 Bridge at Mo., Ill. Border

Illinois DOT placed a weight restriction on the bridge that carries I-270 (both directions) from Ill. to north St. Louis County and vice versa.

Only trucks of legal weight (up to 80,000 lbs) are allowed

to use the bridge. The duration of the weight restriction is unknown.

Alternate routes currently include U.S. 67 in north St. Louis County and I-255 in south St. Louis County.

UCR Changes

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The FMCSA issued a notice of proposed rulemaking on a schedule of fees that are higher than previous years' fees. However, the costs are based on the number of power units reported on a Federal Motor Carrier Identification (MCS-150) form. The number of trailers no longer figures into the calculation, so the fleet size of most carriers will shrink. Some will enter a lower UCR fee bracket.

For example, in 2009, a carrier with five power units and six trailers paid UCR fees of \$231. If the fee schedule is adopted, the carrier's five power units fall into a lower bracket and are billed at \$258.

Because trailers no longer count toward UCR, the fees had to change to accommodate fewer total units.

UCR funding has not matched the amount states received

through the former Single State Registration System. UCR fees help states keep safety efforts on track.

As soon as UCR 2010 procedures and rates are finalized, MoDOT MCS will send a letter to affected carriers.

The Unified Carrier Registration Agreement is a base-state system for registering interstate motor carriers with vehicles over 10,000 lbs., including private, for-hire, and exempt carriers, farmers operating in interstate commerce, and brokers, freight forwarders, and leasing companies. Annual registration fees can only be used to support motor carrier safety and enforcement programs or pay for UCR administration.

Idling Rules Protect Air Quality

Idling uses up to a gallon of fuel per hour and produces harmful air emissions.

Exposure to diesel emissions can lead to a number of health concerns, including dangerous lung irritation, which is of particular concern in Missouri's metropolitan areas.

To reduce emissions, the Missouri Department of Natural Resources implemented regulations to control heavy-duty diesel vehicle idling. Missouri Code of State Regulations 10-2.385 and 10-5.385 require that all commercial, public and institutional diesel vehicles in several counties limit idling to 30 minutes while waiting to load or unload.

Passenger vehicles covered by this regulation can idle for no more than five minutes in any 60 minute period unless one of the exemptions applies. Several exemptions are listed in the statute. The most common include:

- Buses can idle for no more than 15 minutes in any 60 minute period to maintain passenger comfort when non-driver passengers are on-board.
- Occupied vehicles with a sleeper berth can idle to provide air conditioning or heat during mandated rest periods
- Vehicles can idle when powering work-related mechanical or electrical or straight truck refrigeration, but

not for cabin comfort or to operate non-essential on-board equipment.

- Emergency and law-enforcement vehicles and heavy-duty diesel vehicles used in an emergency capacity can idle during an emergency or training, but not for the convenience of the operator.

For more information, contact the Missouri Department of Natural Resources at 1-800-361-4827.

Affected Vehicles

Vehicles powered by a diesel engine that:

- Have a gross vehicle weight rating greater than 10,000 lbs.
- Are primarily designed to transport persons or property on public streets or highways.

Affected Counties

Idling limits apply in:

- Kansas City Area: Clay, Platte and Jackson Counties
- St. Louis Area: St. Louis City and St. Louis, Jefferson, Franklin and St. Charles Counties

In Brief

MCS's Web site - www.modot.org/mcs has a new look! Organized by program, it's easier to find information, forms and news. Check it out!

MoDOT Carrier Express (www.modot.gov/mce) works with Microsoft Internet Explorer Web browser system ONLY. Firefox, Netscape and other browsers will allow you to access the program but it will NOT work correctly.

Beginning January 1, 2010, Illinois will have a uniform speed limit for cars and trucks on the state's interstates. The speed limit for both cars and trucks on rural interstates will be 65 m.p.h. In Cook, DuPage, Kane, McHenry, Lake and Will Counties, all traffic on interstates will remain limited to 55 m.p.h.

Keep IRP fees under control - carefully consider each state on your cab card. If you're not sure you'll go there, leave it off. You can always go online and use the MoDOT Carrier Express or call MCS to add it later. Adding a state takes less than five minutes.

Some carriers are choosing to create fleets that travel in specific states only. Why pay for states the truck will never visit? Consider creating a fleet that travels only in your most visited states and register other trucks for use in every state you serve.

Safer routing is the goal of a change to the Oversize Overweight permit function in MoDOT Carrier Express. The system keeps loads on highways with the widest lane clearance as far as possible.

A new question, "Is this load for hire?" appears on OSOW requests. If the answer is yes, MoDOT Carrier Express checks to see if the carrier has Missouri intrastate authority. If they don't have it, carriers should check with MoDOT to see if it is needed.

Routing information on OSOW permits now includes actual directional information for Interstate 270. Instead of limiting directions to the "official" paths of I-270 - west and east- routes now include north and south.

Register Radioactive Material Loads with DNR

A new law, effective Aug. 28, 2009 established of a fee for shipments of radioactive materials in Missouri. Fees collected are used to cover state agencies' costs for inspections, providing security escorts and other activities. Fees vary according to the type of shipment:

- Highly radioactive material fees are \$1,800 for each cask shipped by truck, plus a surcharge of \$25 per mile for every mile over 200 miles traveled within the state. This includes all high-level radioactive waste, transuranic waste, spent nuclear fuel or highway route controlled quantity shipments traversing the state or any portion thereof over 30 miles in length.
- Low-level radioactive material fees are \$125 for each truck moving in or through the state.

Other Midwestern states that have such fees include: Illinois, Indiana, Iowa, Minnesota, Nebraska and Ohio.

A number of types of shipments are exempt:

- Shipments from Missouri university reactors pay for actual escort costs only.
- Military shipments of radioactive wastes
- Low-level shipments of naturally occurring material accepted by a Missouri landfill.
- Low-level radioactive wastes with a half-life of 120 days or less.
- Shipment of sealed sources meeting the definition of low-level waste
- Highway route controlled quantity shipments of 30.0 miles or less in Missouri
- Shipments of low-level waste of 50.0 miles or less from the point of origin

Fees are due to the Missouri Department of Natural Resources, P.O. Box 477, Jefferson City, Missouri 65102 at least seven calendar days prior to the shipment entering the state.

For More Information

For more information about the Radioactive Materials Shipment Fee, contact:

Missouri Department of Natural Resources toll-free at 1-800-361-4827 or e-mail contact@dnr.mo.gov

Datelines

November 1

Applications for 2010 Blanket OSOW permits accepted – Apply online!

November 2

IFTA 3rd quarter tax returns must be filed and paid by this date.

November 11

Veterans' Day – MCS open, most other MoDOT offices closed

November 13

File Missouri Operating Authority renewals by this date to receive 2010 stickers by Jan. 1

November 24

MCS starts mailing 2010 IFTA licenses and decals to those whose accounts are in good standing

November 27

Thanksgiving Day – All MoDOT offices closed

December 1

Payment due for carriers whose IRP plates expire Dec. 31.

December 5

Interstate carriers who have not received 2010 IFTA licenses and decals by this date should contact MCS for assistance

December 25

Christmas Day – All MoDOT offices closed

December 31

2010 Blanket OSOW permits expire

January 1

New Year's Day – All MoDOT offices closed

Carriers whose plates expired December 31 must display updated plates and carry new cab cards.

Intrastate operating authority stickers must be displayed by intrastate carriers.

January 1-3

Tentative – MCS computer maintenance. No access to MoDOT Carrier Express.

News on Wheels

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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

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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**

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Jefferson City, MO 65102

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Fax

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New Missouri Highway Map Available

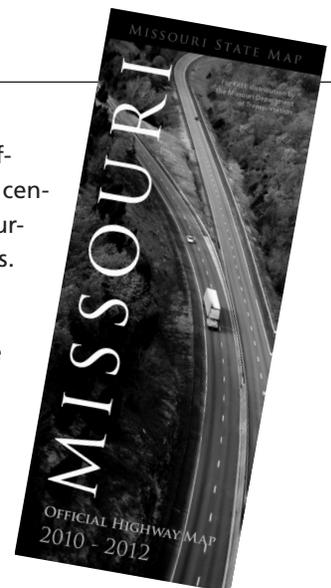
The latest edition of one of the state's most popular publications, the state highway map, is hot off the press and available to the public at no charge. You can visit www.modot.org to order one.

The 2010-2012 map shows the addition of about 90 miles of four-lane highway to the state's 33,685-mile highway system. The recently opened Avenue of the Saints corridor, a 550-mile four-lane highway connecting St. Paul, Minn. and St. Louis, Mo., is another new addition to the map. An aerial photo of a refurbished stretch of Interstate 44 west of Ft. Leonard Wood graces the map's cover.

Maps are available at MoDOT offices, highway rest areas, visitor centers, the Missouri Division of Tourism and many other state offices.

Request your copy by visiting www.modot.org or call toll-free 1-888-ASK-MODOT (888-275-6636).

Look through a collection of historic maps by visiting www.modot.org/historicmaps.



Web site: www.modot.org/mcs

E-Mail: ContactMCS@modot.mo.gov