



**News on News**

## Truck-Involved Fatal Crashes Down by Nearly Half

Great news for professional drivers and motor carriers!

Since 2005, the number of fatal crashes involving a commercial motor vehicle is down by almost half and the number of fatalities resulting from those crashes fell 52 percent. Five years ago, 205 people died as a result of 173 crashes that involved at least one large truck. In 2009, 99 people died in 88 CMV-involved crashes – 106 fewer deaths.

The number of CMV-involved disabling injury crashes fell 31 percent during the same period. In 2009, 228 fewer people were injured in these types of crashes than in 2005.

Several factors contributed to the reduction. Because of the economy, both passenger cars and commercial trucks are traveling slightly less. Also, due to economics, trucking companies have kept only their safest drivers on the payroll. Safety is increasingly emphasized

among motor carriers and law enforcement organizations– including MoDOT Motor Carrier Services Safety and Compliance team who educate and enforce state and federal law.

But the most significant factor was found through analysis of the types of crashes that occurred since 2005. It turns out that the best way to prevent injury and fatal CMV crashes is to keep vehicles in the lanes and tires on the roads!

Lane departure crashes are down significantly. Cross-median CMV fatal crashes fell from 20 in 2005 to 3 in 2009 – that’s 85 percent. Lane departure fatal crashes fell from 136 to 62 – 54.4 percent. Analyzing further, on major routes, fatal CMV crashes with lane departures fell from 96 to 30 – a whopping 66 percent. Thank you, rumble stripes! Thank you, guard cable! Thank you, professional drivers who pay attention and drive defensively!

### CMV Crash Stats / 2005-2009

NOTE: Included in the count of people killed and injured are occupants of both CMVs and other vehicles.

	Crashes Involving at Least One CMV			PEOPLE		
	Fatal	Disabling Injury	Minor Injury	Fatalities	Disabling Injuries	Minor Injuries
2005	173	541	2539	205	740	3937
2006	142	498	2200	181	673	3431
2007	146	514	2323	168	682	3678
2008	115	397	1958	135	548	3045
2009	88	362	1628	99	512	2592

Since 2005, the number of fatal crashes fell 49.1 percent and the number of people killed fell by 51.7 percent.

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# Jan's Letter

MoDOT has a new director. Kevin Keith, our former chief engineer, assumed leadership of the department in early November after serving several months as the interim director. Because he knows the organization so well, he was able to hit the ground running.

One of Kevin's first duties as director was to update the legislature's Joint Committee on Transportation Oversight. He outlined MoDOT's goals for the next five years:

- honoring commitments in our construction program;
- keeping major roads in good condition;
- improving minor roads;
- holding our own on bridges; and,
- providing outstanding customer service.

We are committed to making the best use of our resources to meet these goals. And the resources are tight. We're cross-training people and reorganizing so we don't have to replace people who leave MoDOT. We question every purchase and travel less. Every dollar we can squeeze goes toward improving less-traveled roads.

We're looking at everything – even how we take care of snow. You might notice that we leave ribbons of snow in the center of high-use highways. They'll be safe and passable, but scraping and salting them absolutely clear and dry doesn't return enough benefit to drivers to justify the extra cost - especially on roads that are used the least. Again, we will get them safe and passable. We'll keep a sharp eye on hills, curves and other challenging areas.

We'll keep the other eye on the bottom line. A ton of salt and a ton of asphalt cost roughly the same amount. One works hard for 24 hours. The other lasts years. We'll be sure to use just enough salt to get the job done so we can provide a better, safer ride for years to come.

I know all of MoDOT Motor Carrier Services joins me in wishing you a safe and successful New Year.



Motor Carrier Services Director

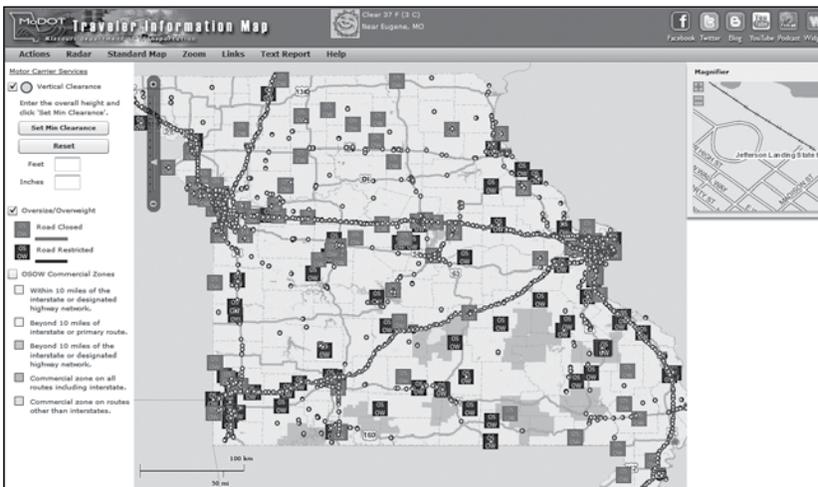
## MoDOT Adds Motor Carrier Features to Online Traveler Information Map

It's a driver and dispatcher's best friend during winter weather, but now motor carriers will find MoDOT's Traveler Information Map valuable year-round. Recent upgrades expanded available weather information and added tools specifically for motor carriers' use.

Now, users who access the map at [www.modot.org](http://www.modot.org), can click a button and add weather radar images from the

National Weather Service to the view of current road conditions.

Concerned about width, weight or height restrictions? Click on the Size and Weight tab to locate areas even some legal-sized loads should avoid. The vertical clearance tool helps companies choose available routes for tall loads.



Size and Weight information on MoDOT's Traveler Information Map helps motor carriers make routing decisions.

Click on the camera option, and you can view rural interstate traffic movements. This feature is handy to use during rough weather. Track the effects of storms as they move across Missouri - and judge road conditions for yourself before climbing into your vehicle.

# CSA Safety Measurement System 2.0 Refines Formulas, Strategies

In early August, Missouri-based motor carriers who were not part of the CSA 2010 test group first saw their safety percentile rankings. Some carriers who were part of the test group, were surprised to see that their ranking had changed significantly. That's because in August, a Safety Measurement System upgrade went into effect.

Research, testing, feedback and experience brought about changes to the Safety Measurement System portion of the CSA. The enhancements include:

### Modifications to the Unsafe Driving BASIC and the Crash Indicator

During the CSA testing period, Unsafe Driving and Crash Indicator calculations were figured using the number of power units as a measure of exposure. The calculation is now changed, figuring the number of miles per power unit and vehicle configuration into the equation, leveling the field of comparison.

### Viewing BASIC Information

Carriers' scores are no longer termed "deficient". The word "alert" appears when a score exceeds the threshold and the carrier is more likely to be prioritized for intervention. "Alert" does not signify an unsafe rating. When a score exceeds, the alert will appear in orange.

### Improvements to the Measurement of the Controlled Substances/Alcohol BASIC

The measure of exposure is now based on the number of relevant inspections rather than the number of power units. This is a result of test results and law enforcement

input reporting that substance/alcohol violations were more likely to be found during an inspection than to be the cause for an inspection.

**Updates to the Way Roadside Violations Are Weighted**  
Law enforcement recommended an update of violations used in SMS to reflect the current set of roadside violations. Enforcement and motor carrier industry representatives recommended reassessment of weights given to some violations.

The updated SMS violation weights are available on FMC-SA's CSA website. Look for Appendix A in the SMS Methodology report.

### Changes in How Motor Carriers with a History of Size and Weight Violations Will be Approached

Size and weight violations will be addressed at roadside, not at the carrier's terminal.

Size and weight violations are no longer in the cargo-related BASIC, but inspectors will continue to cite these violations. Violations are still subject to enforcement.

### Other Cargo-Related BASIC Changes

Severity weight values for cargo securement violations were adjusted. When looking at this BASIC, the public will only see violations—no percentile or intervention status, or other details.

## Fatal Crashes Down

*continued from p. 1*

	CRASHES			PEOPLE		
	Fatal	Disabling Injury	Minor Injury	Fatalities	Disabling Injuries	Minor Injuries
2005	136	345	1079	165	498	1704
2006	109	291	947	143	417	1513
2007	112	351	1006	129	470	1636
2008	88	258	793	103	370	1289
2009	62	240	624	72	350	1041

Since 2005, fatal lane-departure crashes fell 54.4 percent, resulting in 56.4 percent fewer fatalities.

# Estimated IRP Miles Fee Calculation Changed in Missouri

## MCS Urges Scope of Operation Form Use

MoDOT Motor Carrier Services was audited by the International Registration Plan recently. The major finding of the study affects all multiple-unit carriers who wish to estimate miles when they start or renew an account using estimates or add states to a cab card.

Missouri had calculated the fee based on the estimated miles for each unit individually. The auditors informed MCS that is not correct. When estimated miles are used, fees are to be multiplied by the number of units in the entire fleet. That increases the bottom line significantly, especially in higher fee states.

To keep your IRP bill as low as possible, MCS recommends that carriers file a Scope of Operation report that describes the route, the number of trucks and the number of trips expected in the following year. What is the quickest way to do this? Current IRP customers can access MoDOT Carrier Express and find a checkbox that will open a Scope of Operation page on the IRP mileage screen. Fill it out and submit online for the fastest service.

Carriers who don't use MoDOT Carrier Express or who apply for a new account can find a fillable form on the MCS website, [www.modot.org/mcs](http://www.modot.org/mcs), on the IRP program page. It can be printed and faxed or mailed; or it can be saved electronically and e-mailed to [contactMCS@modot.mo.gov](mailto:contactMCS@modot.mo.gov).

MCS will review the Scope of Operation information, and if the miles are considered reasonable, will figure the fees

based on the route miles multiplied by the number of trucks and trips.

Depending on the details, a Scope of Operation form can take as few as five minutes. It could save hundreds, if not thousands, of dollars.

### Let's look at an example.

Red Hat Trucking adds the State of ShowMe to its cab card. The estimated miles chart for ShowMe lists 2,000 miles.

Red Hat estimates they'll make ten, 100 round-trip miles. They have 10 trucks. Only five trucks will make trips into ShowMe.

USING A SCOPE OF OPERATION, and the facts above, IRP calculates:

10 trips X 100 miles X 5 trucks = 5,000 miles

USING THE ESTIMATED MILES CHART and the facts above, IRP calculates:

2,000 miles X 10 trucks = 20,000 estimated miles.

BOTH approaches are acceptable; however, if the company spent a few minutes to fill out a Scope of Operations, Red Hat Trucking would pay for 15,000 fewer miles to add the State of ShowME.

## How Long Do You REALLY Need to Keep Logbooks? If You Use Logs to Report IFTA and IRP Mileage, It Might Be Longer Than You Think

Ask most folks what keeps the motor carrier industry moving and they'll say fuel, safe drivers or highways. They might not think to answer "information", but good record-keeping is key to a motor carriers' success.

Carriers have expressed confusion lately regarding how long they must keep logbooks. The DOT/FMCSA requirements state six months. That's all that the FMCSA and MoDOT Motor Carrier Services will need to inspect. However, if carriers use the information in the logs to report distance and fuel for IFTA and IRP purposes, the logbooks should be kept for up to four years.

Why the difference? While FMCSA can get a good idea of a company's safety performance by reviewing six months worth of information, IRP and IFTA auditors can and do

examine books going back several years.

Throw out logbooks too early and you could learn the hard way that when an auditor isn't able to inspect the source of a carrier's mileage and fuel reports, audit bills become expensive.

Carriers who use electronic communication systems such as electronic onboard recorders, don't have to keep logs, IRP receipts, IFTA receipts, trip permits, weight tickets, port of entry receipts, toll receipts and etc., because the records are stored digitally.

Check with your accountant to find out what records you might need to keep for business, income and property tax purposes.

# HAZ MATT'S CORNER



*Matt Freeman is MoDOT's hazardous materials specialist.*

## **Changes For Haulers of Ethanol Blends/ Haz Mat Security Plan Update**

As of October of this year, transporters of ethanol-blended fuels containing more than 10 percent of ethyl alcohol must mark cargo tanks and carry shipping papers with a new hazardous material identification number, UN 3475.

Because demand for fuel with higher concentrations of ethanol is increasing, more shipments are on the highway. Firefighters and other first responders became concerned about the classification of these fuels. Because blends of more than 10 percent ethanol react differently with water than fuel with a higher gasoline concentration, a distinct mark that communicates a higher ethanol concentration was necessary.

Communication requirements for shipping papers require that gasoline blended with more than 10% ethanol, such as E85, be described on the shipping paper as ethanol and gasoline mixture, or, ethanol and motor spirit mixture, or, ethanol and petrol mixture, with more than 10% ethanol. The identification number for these types of fuel mixtures, UN 3475 must also appear.

When these blends are in transportation, the new identification number must be displayed on the vehicle, in addition to any other markings required for the vehicle. For example, a multi-compartmented cargo tank transporting gasoline UN1203, diesel fuel UN1993, and ethanol and gasoline mixture (E85), UN3475 would require the display of identification numbers 1203 to cover the gasoline and diesel fuel and 3475 to communicate the ethanol and gasoline mixture containing more than 10% ethanol.

Please be aware the display of an identification number in a placard restricts the use of that placard to a specific material, so that in the example above, the shipment requires display of a 1203 flammable liquid placard and an additional 3475 flammable liquid placard.

Please review the new identification number marking requirements in Part 172.336(c)(4) and (6). The new shipping paper description can be found in the Hazardous Materials Table found in Part 172.101 and listed by proper shipping names. You can find this information by searching the [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov) website.

### **Haz Mat Security Plan Update**

Changes in the hazardous materials security plan regulations also took effect recently, making several significant

changes to the regulations regarding security planning and employee training.

Each company required to have a security plan in place must train each employee that handles hazmat, performs a regulated function or is responsible for implementing a security plan, on the contents of the security plan.

Part 172.800 of the hazardous materials regulations, relating to the list of materials and quantities requiring security plans, was also amended. This list now includes a reference to a "large bulk quantity". Find these changes in this Federal Register by going to the (PHMSA) website at [www.phmsa.dot.gov](http://www.phmsa.dot.gov).

### **Emergency Response Telephone Numbers**

The Pipeline And Hazardous Materials Safety Administration published a rule to clear up issues with emergency response telephone numbers.

Essentially, the rule states that carriers who print an emergency response company's number on their shipping papers must have a current contractual agreement in place for that service. Carriers that allow the contract to lapse will be cited.

Also, the emergency response telephone number must be prominently displayed on shipping papers, with area code and/or international access code included.

If you have any questions you can contact me by e-mail at [contactMCS@modot.mo.gov](mailto:contactMCS@modot.mo.gov) or call MCS toll-free at 1-866-831-6277, option 6.



*During training, MCS investigators looked at a HazMat tanker from a new angle - the inside. The baffles in the center slow fluid "slosh" that can make braking difficult.*

# Missouri's Best Show Their Stuff at Truck Driving Championships

In June, 130 drivers endured written tests, interviews and vehicle inspection trials before competing on a driving skills obstacle course.

Byron Bramwell, a driver for YRC Transportation in Kansas City, earned the Grand Champion title by outscoring all other competitors. He was also named top driver in the Three Axle Class. Bramwell and eight other class winners competed in the American Trucking Association's National Truck Driving Championships in August.

Honors were awarded to first, second and third place winners in all nine classes of competition as well as the top "Rookie" and the driver with the best Pre-Trip Inspection.

Jody Arnall, who placed first in the state competition for step vans, took third place at the national championships in Ohio. Congratulations to Jody and FedEx Freight of Springfield on this achievement!

Winners and runners-up in the classes of competition are:

## Straight Truck Class

1st – Robert Elder, FedEx Freight  
2nd – Gary Risman, Con-way Freight  
3rd – Greg Kauffmann, FedEx Express

## Three Axle Class

1st – Byron Bramwell, YRC Transportation  
2nd – Michael Meyer, FedEx Express  
3rd – Michael Hausner, FedEx Freight

## Four Axle Class

1st – Larry Alvey, FedEx Freight  
2nd – Chad Daniel, Prime, Inc.  
3rd – Kelley Asher, FedEx Freight

## Five Axle Van Class

1st – Scott Raper, UPS Freight  
2nd – Bruce Brewen, Hogan Transport, Inc.  
3rd – Wyatt Hooper, Con-way Freight

## Tank Truck Class

1st – Michael Fenton, Prime, Inc.  
2nd – Paul Tyler, Con-way Freight  
3rd – Jon Hume, FedEx Freight

## Flatbed Class

1st – Duane Grimme, Prime, Inc.  
2nd – Scott Hopper, Wal-Mart Transportation  
3rd – David Harper, Hogan Transport, Inc.

## Sleeper Berth Class

1st – Paul Blessing, Prime, Inc.  
2nd – Ricky Hopwood, Wal-Mart Transportation  
3rd – Kirby Killgore, O & S Trucking

## Twin Trailers Class

1st – Phillip Wampler, FedEx National LTL  
2nd – Regnald Ansbach, YRC Transportation,  
3rd – Larry O'Neal, FedEx National LTL



*During vehicle inspection trials, drivers performed a pre-trip inspection, verbally reporting their findings to inspectors from MoDOT Motor Carrier Services, the judges for the task.*

## Step Van Class

1st – Jody Arnall, FedEx Freight

2nd – Charles Eultgen, FedEx Express

3rd – Pete Amann, FedEx Express

Michael Fenton of Catawissa, MO, a driver for Prime, Inc., earned “Rookie of the Year” honors for his outstanding well-rounded performance as a first-time contestant.

The “Pre-Trip Inspection” award for the highest score in assuring that a vehicle is in safe and efficient operating condition before leaving on a trip went to John Barney of FedEx Express.

FedEx Express took the “Team Championship” award by earning the highest average team score in the competition.

MoDOT Motor Carrier Services congratulates all the participants on earning their way to the competition with a year of accident-free driving and wishes them safe travels.



Drivers demonstrated driving, backing, turning and braking skills during the operational skills test. This event is very popular with spectators.

## Do You “Like” MoDOT Motor Carrier Services?

MoDOT Motor Carrier Services launched a fan page on *Facebook.com*.

We’re excited to join millions of other organizations and individuals who participate in the social media site. MCS looks forward to discussing all kinds of topics with motor carriers, drivers, organizations and trucking buffs all over the world.

We know everyone will keep their messages clean and kind. We do have to point out that we cannot answer specific questions about individual companies on Facebook – private information doesn’t belong on a public site. But we can’t wait to see what’s on your mind.

Visit [facebook.com/modotmcs](http://facebook.com/modotmcs) and join the conversation by clicking the Like button on our page.

# Facebook.com/modotmcs

The screenshot shows the Facebook interface for the MoDOT Motor Carrier Services page. The page header includes the Facebook logo and navigation links for Home, Profile, and Account. The main content area features a post from MoDOT Motor Carrier Services, dated November 23 at 9:12am, celebrating the 2010 Governor's Award for Quality and Productivity in Customer Service. The post text reads: "It's celebration day in our office! At noon Central Time, we'll close to have an all-staff lunch in honor of earning the 2010 Governor's Award for Quality and Productivity in Customer Service. We'll be right back on the phones, computers and at our service windows promptly at 1 p.m. THANK YOU to all motor carriers for your support!". The post has 145 impressions and a 4.14% feedback rate. Below the post, it shows that Patti Filiz Suling, Tara Spencer, Steve Ahrens, and 3 others liked the post. The left sidebar contains information about the organization, including its location (PO Box 893 - 1320 Creek Trail Drive, Jefferson City, MO, 65102) and phone number (1-866-831-6277). The right sidebar features a "Get More Connections" section and a "Your Text Here" section with a "Like" button.

## QR Codes Speed Info to Your Smartphone

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Have you noticed the funny-looking squares that seem to be popping up in advertisements, on signs and brochures? They're called Quick Response or QR codes. Originally, they were used by companies to track components as they moved through assembly plants. Then, someone figured out that the codes make handy little website shortcuts.

The program that "reads" the code is used by camera-equipped smartphones. People who have the application hold the phone's camera lens over the code and are directed to websites within a second or two. Find a free

app by searching for "QR Reader" in your smartphone's marketplace.

You'll start seeing these codes on MoDOT publications – especially when we'd like to refer you to a new page, a valuable Web tool or an occasional surprise. If you hold the phone's camera over the symbol on this page, you'll be directed to our main website.

Never fear, we'll keep spelling out Web addresses so you can find us while using a traditional computer.

## Take Credit Where Credit is Due!

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### IFTA Credits Wiped From the Books After 8 Quarters

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Did you overpay IFTA at the pump in the past two years? If so, did you ever claim your credit?

According to the International Fuel Tax Agreement, the document that governs everything IFTA, states and provinces can wipe carriers' credit balances from their books when the credits go unclaimed for eight calendar quarters.

Credits accumulate when carriers file a quarterly return and it is discovered that they paid more fuel tax at the pump than their mileage indicates they owe. This would happen if fuel is purchased in a higher-tax state but is burned in a lower-tax state.

Don't confuse credits with over-payments. Over-payments occur when a carrier files a quarterly return and, due to a mathematical error, submits more than they owe.

Overpayments never expire. Credits do. Either can be applied to a current or future IFTA balance.

Avoid overpayment by filing IFTA quarterly returns through MoDOT Carrier Express. Carriers who sign on, some reluctantly at first, report fewer errors and overpayments. They comment that the time they spend on IFTA each quarter is greatly reduced.

Check to see whether a credit exists on your account by logging into MoDOT Carrier Express and visiting the Payment page. Check the invoices. Do you see a cart in Credit Posted status or an overpayment? Call MoDOT Motor Carrier Services' Financial team toll-free at 1-866-831-6277 and choose option 4. Some paperwork is required, but because some credits of hundreds or thousands of dollars exist, it's well worth five minutes to fill out a form!

MCS recommends making a habit of looking for IFTA credits. Whether you choose the day you receive your annual IFTA stickers, your mom's birthday or the first Monday of October, the few minutes you spend could brighten your bottom line.

## Rule Bans Texting by CMV Drivers

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A new federal rule prohibits commercial motor vehicle drivers from using wireless devices to send text messages while driving. The ban extends from telephones to other two-way tools including radios and equipment used for fleet management.

Those found in violation of the rule face steep fines. Drivers' wallets could be lightened by as much as \$2,750 while infractions cost motor carrier companies upwards of \$11,000. Repeat violations will result in disqualification a driver's CDL.

Texting drivers are 23 times more likely to crash, accord-

ing to Federal Motor Carrier Safety Administration data. Why? During the average time drivers spend looking away from the road to read messages, they travel the length of a football field.

The FMCSA definition of texting includes "manually entering alphanumeric text into, or reading text from, an electronic device." Retrieving or sending e-mail, instant messages, commands to access the Internet and all other means of electronic entry or text retrieval are included in the list of banned activities.

Visit [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov) to learn more about the ruling.

# CMV Drivers' Buckle Up Rate is Up

The results of the 2010 Missouri Commercial Motor Vehicle Safety Belt Survey are in. Overall safety belt usage rose among commercial motor vehicle drivers from 73.4 percent in 2008 to 80.6 percent during this year's study.

Double Trailer, Bus and Box Trailer drivers showed the most improvement and Double Trailer drivers were most often buckled up.

While the news is encouraging, it is also confusing. Federal motor carrier regulations make failure to use a safety belt a primary enforcement offense - meaning that an officer can pull a driver over for no other reason than the lack of belt use. It's a rare driver who enjoys the roadside enforcement experience.

It is also important to note that safety belt violations are counted in the Unsafe Driving BASIC of CSA.

That's something that dump truck operators might consider. The buckle rate for both straight frame or combination dump trucks is the lowest for all categories at 57.5 percent.

Missouri Truck Driving Championship participants interviewed for MoDOT's "Driver in the Street" YouTube video segments reported several reasons for using safety belts. They included:

- Safety belts are proven to save lives
- Belts keep drivers in their seat, so they aren't thrown around the cab and to the floor
- They keep drivers from going out the window
- When you think about your family and friends, it's just the right thing to do

It wasn't until the very last interview of the day that law enforcement was even implied. That driver said, "Besides, 'they' want you to (wear a safety belt)."

MoDOT Motor Carrier Services includes itself in the "they" category. Please buckle up.

Vehicle Type Straight Frame	Percent Restrained 2010	Percent Restrained 2011	Change
Van	75.7	68.5	7.2
Tanker	85.5	76.5	9
Dump	57.5	53.3	4.2
Flat Bed	57.5	57.5	0
Bus	88.3	78.2	10.1
Other	69.5	62.7	6.8
Total	71.5	65.1	6.4

*Among straight vehicle drivers, the most likely to buckle up in 2010 are bus and tanker drivers. Dump truckers were least likely to be found belted in.*

Vehicle Type Combination	Percent Restrained 2010	Percent Restrained 2011	Change
Box Trailer	85.2	75.9	9.3
Single Tanker	84.5	80.8	3.7
Double Trailer	94	80.1	13.9
Flat Trailer	80.2	74	6.2
Car Hauler	77.9	75.7	2.2
Bobtail	79.7	74	5.7
Dump	57.5	58.2	- 0.7
Other	56.1	61.3	- 5.2
Total	83.1	75.4	7.7

*Box trailer, single tanker and flat trailer drivers were most likely to be seen using seat belts during the 2010 observation survey.*



## Driver in the Street Videos

[www.youtube.com/watch?v=2fdNGuE-vlg](http://www.youtube.com/watch?v=2fdNGuE-vlg)

# In Brief

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**Missouri motor carrier emergency declarations are now issued by the Missouri Department of Public Safety.** MCS will provide a link to any declarations that are issued on our website.

**At a loss for safety meeting topics?** Check out the CSA page at [www.modot.org/mcs](http://www.modot.org/mcs). Other idea-generators on the website include the Safety Compliance Manual on the Safety & Compliance program page. Another site, [www.savemolives.com](http://www.savemolives.com) can help your employees find traffic safety information – especially for any new drivers in their families.

**Arizona notified MoDOT that their legislature chose to close state offices for several days to address budget shortfalls.** The Phoenix and Tucson offices of the AZDOT motor carrier offices will close on the following days and reopen the next business day:

2010	2011	2012
Dec 23	June 10 July 22 Aug 19 Sep 16 Nov 25 Dec 23	June 15

Exceptions include the Motor Vehicle Division Ports of Entry (IRP Permitting Services) and Authorized Third Party offices.

**Kentucky's IRP office also plans a budget furlough day.** Their office will be closed May 27, 2011.

**A tip to speed delivery of OSOW permits – Just the facts, please.** When sending a permit request, try to use the notes field only when absolutely necessary. When the computer sees notes, it routes the permit to an agent for processing. If there are no comments, the computer will try and issue the permit automatically – and in most cases, that means you get your permit in seconds. While we used to get a smile out of kind messages customers sent in the comment field, now it slows our response to you. Now, we smile when you get your permits instantly!

**Need additional IFTA decals?** There is no need to call MCS. Request them through MoDOT Carrier Express.

**Need help with an IRP function in MoDOT Carrier Express?** Hit the Help button. We've recently updated and upgraded the Help information on the screens. Try it and see if it answers your question.

**Questions about the Heavy Vehicle Use Tax?** The Federal Highway Administration published a brochure that answers many questions. Visit [www.fhwa.dot.gov/policy/091116/pdfs/fhwa8-page.pdf](http://www.fhwa.dot.gov/policy/091116/pdfs/fhwa8-page.pdf). The file is 9 mg in size. Expect a bit of download time.

**Have you found GovDeals.com?** MoDOT and other agencies place surplus items for bid on the site. Find vehicles, posts, scrap metal, office items and more.

### 2011 MoDOT Motor Carrier Services Holidays

- May 30 – Memorial Day
- July 4 – Independence Day
- September 5 – Labor Day
- November 24 – Thanksgiving Day
- December 26 – Christmas Holiday

**UCR 2011 filing is under way.** Visit [www.modot.org/mce](http://www.modot.org/mce) to renew Unified Carrier Registration.

**MoDOT's Safe & Sound bridge program reached a milestone in November** with the completion of its 300th project. In a two-year span, the project has averaged a completion rate of one bridge every two days. Expect a doubling of that rate in 2011 as 330 bridges are slated for rehabilitation or replacement. Visit [modot.org/safeandsound](http://modot.org/safeandsound) to learn the location of the bridges up for improvement.



## MoDOT Thanks Late Filers

Don't want to get your application filed when it's due? Rather pay after the deadline? Go ahead. The fine you'll pay - \$100 to \$250 for the International Registration Plan and varying amounts for fuel tax penalties - goes into the Missouri Road Fund. Last year, MoDOT Motor Carrier Services collected \$337,500 in late fees.

What does that amount purchase? For \$337,500, MoDOT could:

- smooth one third of a mile of four-lane highway and shoulder with 3 ¾" of asphalt overlay, or
- paint 37.5 miles of two-lane interstate with lane edge and center striping, or
- install 3.06 miles of new high-tension guard cable on a route that had never had it, or
- set 25 miles rumblestripes into pavement.

Still, times are tough and that money could be used for improvements at your business. If you want to avoid late fees, file the IRP application before the initial deadline. Be sure to file your fuel tax return on time, too, and use MoDOT Carrier Express so the computer can help you avoid math errors that can result in IFTA penalties.

We appreciate the added funds, but are sure you have plenty of other ways to spend it!

## You Can't Stop Change... But You Can Get an e-Mail About It!

If you've been on MoDOT Motor Carrier Services' website or on the main MoDOT pages recently, you might have noticed a button that invites viewers to "Subscribe to this Page". If you do subscribe, any time a change is made to the Web page, you'll receive an e-mail or text notification so you can check to see what's new.

Right now, MCS' home page, Program pages and Training page accept subscriptions. Is there another MCS website page you visit often? If so, send a note to [contactMCS@modot.mo.gov](mailto:contactMCS@modot.mo.gov) and suggest it become part of the program.

# Datelines

## December 24

Christmas Holiday – All MoDOT offices closed  
OSOW - No movement from 12:00 noon 12/24/10 until 12/26/10.

## December 31

2010 Blanket OSOW permits expire.

## January 1

New Year's Day – All MoDOT offices closed  
OSOW - No movement from 12:00 noon 12/31/10 until 1/2/11.

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 17

Martin Luther King, Jr. Day – MCS open, most other MoDOT offices closed.

## January 31

Last day for IFTA 4th quarter returns.

## February 11 & 21

Lincoln's Birthday and Presidents' Day – MCS open, most other MoDOT offices closed.

## March 1

2011 IFTA licenses must be carried and 2011 decals displayed by IFTA participants.

Carriers with IRP apportioned plates that expire March 31 must pay renewal fees by this date to avoid penalty and be able to obtain temporary vehicle registration in 2011.

## 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

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  
1320 Creek Trial Drive  
P.O. Box 893  
Jefferson City, MO 65102

**PRSTD STD**  
U.S. Postage  
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Jefferson City, MO  
Permit No. 24

# MCS Earns Governor's Award for Quality and Productivity

Thanks to the Missouri motor carrier community, MoDOT's Motor Carrier Services division has become a national benchmark.

By providing support, ideas, honest feedback and working in partnership with the State, carriers helped shape a government office that earns enviable customer service ratings while collecting fees, taxes and enforcing state and federal regulations. In the most recent survey, MoDOT earned a 95.7 percent satisfaction rating.

Scores such as that and the obvious safety and economic benefits Missourians receive through government and industry partnership caught the attention of Missouri's executive branch.

MoDOT Motor Carrier Services was named the recipient of the 2010 Governor's Award for Quality and Productivity in Customer Service.

Motor Carrier Services employees are honored to serve the best motor carriers in the nation. We thank you for your partnership.



**Website:** [www.modot.org/mcs](http://www.modot.org/mcs)

**E-Mail:** [ContactMCS@modot.mo.gov](mailto:ContactMCS@modot.mo.gov)

**Telephone:** toll-free: 1.866.831.6277