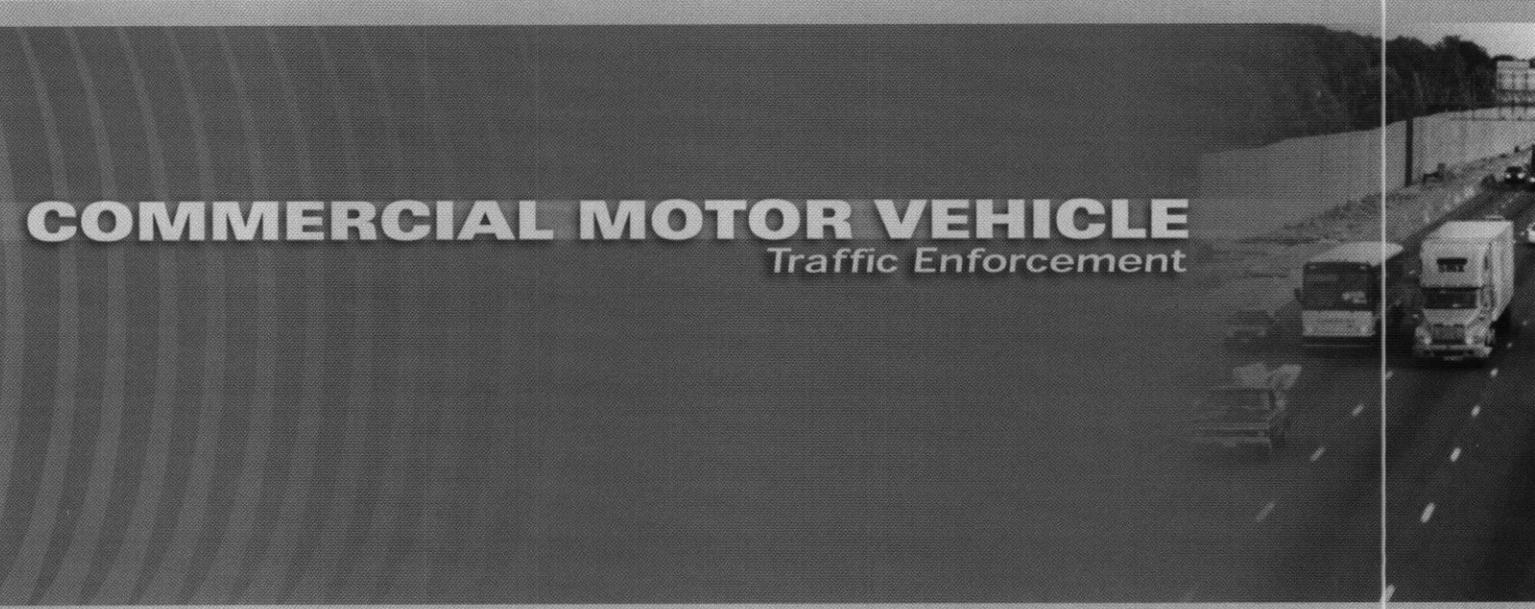


U.S. Department of Transportation

Federal Motor Carrier Safety Administration

National Highway Traffic Safety Administration

PB2003-101055

A wide banner image showing a multi-lane highway with several commercial vehicles, including a bus and a truck, driving away from the viewer. The left side of the banner has a dark, textured background with the title text overlaid.

COMMERCIAL MOTOR VEHICLE

Traffic Enforcement

**This guide is for law enforcement agencies
to develop traffic safety programs to
address serious moving violations
committed by drivers of
Commercial Motor Vehicles**



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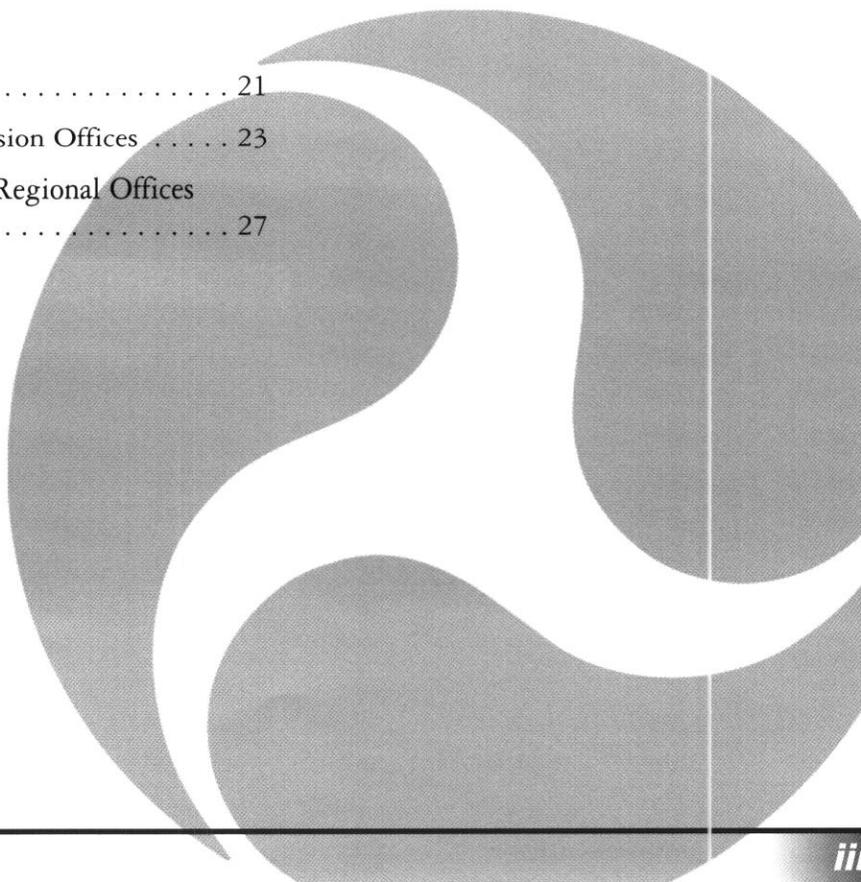
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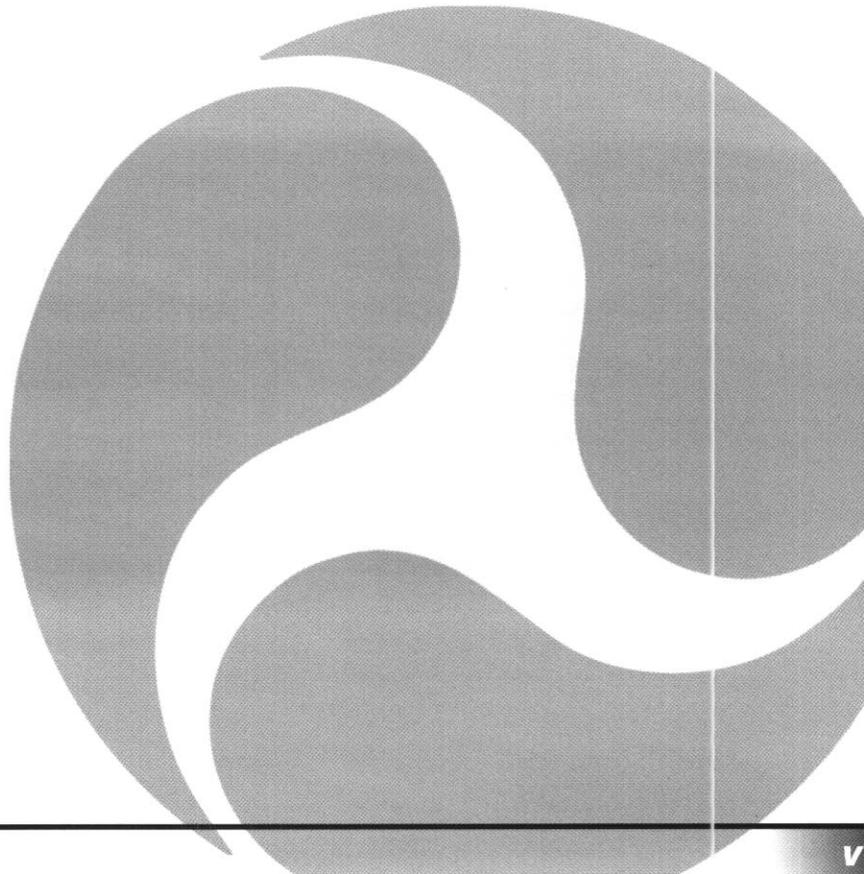
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This guide has been prepared to assist law enforcement agencies interested in developing traffic enforcement programs focusing on serious moving violations committed by drivers of commercial motor vehicles (CMVs). It was developed to reduce the likelihood of CMV crashes and to reduce the consequences from those that occur. This guide contains information and strategies for use by officers responsible for improving highway safety and enforcing traffic safety laws.

This guide is designed to be used as a workbook, for either classroom or on-the-job training. It is intended to be used in conjunction with the training video *Perspectives on Enforcement*, which is available from the Idaho State Police, P.O. Box 700, Meridian, Idaho 83642, (208) 884-7230. This guide contains modules for the user to enter State-specific information, with each chapter having questions at the end to reinforce critical points. These questions can be answered individually or form the basis for individual participation in classroom discussion. This guide should be used by traffic enforcement officers and their supervisors to help identify specific serious moving violations committed by CMV drivers. Officers are encouraged to retain this guide for use as a continuing resource and reference during CMV traffic enforcement contacts.

***When combined
with carrier-
based safety
programs and
motor carrier
compliance
reviews, traffic
enforcement
becomes a vital
tool for identify-
ing problem
CMV drivers.***





Introduction

Commercial Motor Vehicle Traffic Enforcement

The number of traffic enforcement actions taken against drivers of heavy trucks and buses appears minimal when compared with those taken against drivers of other types of motor vehicles. The threat of death or injury from crashes involving these vehicles is substantial, and the resulting traffic congestion and cargo spill clean-up problems following a crash are staggering. The potential negative impact on public health and the environment is dramatically increased when hazardous materials are involved.

CMV enforcement efforts today primarily involve driver and equipment inspection, transportation of hazardous material, and detection of overweight/oversized vehicles. To be fully effective, however, CMV enforcement programs directed toward driver qualification and equipment inspection must be augmented by enforcement activities focused on serious moving violations.

Special enforcement efforts that address serious moving violations by drivers of large trucks and buses are essential in most jurisdictions. Even so, enforcement action on these types of vehicles is not always initiated when a serious moving traffic violation is observed, for several reasons. First, it is often difficult for the officer to safely stop a CMV due to the vehicle's size, limited safe areas for stopping, and problems associated with merging the large vehicle back into the traffic flow after the stop. Additionally, the officer may avoid stopping a CMV because of limited familiarity with the applicable rules and regulations or complicated multi-jurisdictional CMV registration requirements. Officers may also be uncomfortable dealing with a driver more familiar with these regulations than they are. Finally, agency policies and procedures may have inadvertently created a hands-off practice by instructing officers not to unnecessarily delay CMVs when dealing with violations in areas where the officer's individual training or expertise may not be adequate. Instructions to let truck inspections be handled by experts at an inspection facility may result in an overall reluctance to stop large trucks or buses for any moving traffic violation. For these reasons, needed enforcement actions do not occur. Diligent enforcement of traffic safety laws, including the issuance of traffic citations for violations, is an essential element of a successful CMV safety enforcement program.

Increased public awareness of CMVs as a potential serious threat to life and property has resulted in CMVs being designated as a primary national highway safety concern, garnering the same attention as speed enforcement, use of safety restraints, and impaired driver enforcement.

CMV safety has been a primary topic in traffic safety summits during the past decade. Discussions at these conferences identified the need for officers to increase enforcement efforts concerning serious moving violations, hours-of-service regulations, use of occupant restraint devices, zero tolerance of alcohol and drug use, and supporting the Commercial Driver's License (CDL) Program.

It is estimated that approximately 90 percent of CMV crashes are caused by the driver, with driver error or impairment being most frequently cited as

The number of traffic enforcement actions taken against drivers of heavy trucks and buses appears minimal when compared with those taken against drivers of other types of motor vehicles.

causation factors. In a February 1990 study of CMV driver fatality crashes, the National Transportation Safety Board found that fatigue was the most frequent cause of impairment, followed by the use of alcohol or drugs.

Inspection of driver qualifications is a key element in any CMV roadside inspection performed by commercial vehicle safety enforcement agencies. Other State and local agencies with traffic enforcement responsibilities can have a positive impact on any commercial vehicle safety program with a productive serious moving violations enforcement program. Trained officers detecting, identifying, and apprehending problem CMV drivers violating drug and alcohol rules and committing serious moving violations will enhance any CMV safety enforcement program. This type of traffic safety enforcement complements and enhances the basic CMV safety inspection program. When combined with carrier-based safety programs and motor carrier compliance reviews, traffic enforcement becomes a vital tool for identifying problem CMV drivers.

Introduction - Summary

1. The most frequently cited causes of CMV crashes are _____
2. A study of CMV fatality driver crashes by the National Transportation Safety Board identified _____ as the principal cause of driver impairment, followed by _____ .



Commercial Drivers License

The Commercial Motor Vehicle Act of 1986 (The Act) was designed to remove unsafe and unqualified drivers of heavy trucks and buses from the nation's highways. The Act required the Secretary of the U.S. Department of Transportation to issue regulations establishing guidelines and standards for the testing and licensing of CMV drivers. These guidelines and standards were established in the Code of Federal Regulations (CFR) Chapter 49, Part 383. All states adopted these licensing guidelines and standards in April 1992. The commercial driver's license requirements are applicable to drivers transporting persons or property in both interstate or intrastate commerce. The commercial driver's license has three classes covering the following vehicle classification groups:

Class A - Required for a combination vehicle with a gross combination weight rating (GCWR) of 26,001 pounds or more and towing a vehicle with a gross vehicle weight rating (GVWR) of more than 10,000 pounds.

Class B - Required for a single unit vehicle with a gross vehicle weight rating (GVWR) of 26,001 pounds or more, or any such vehicle towing a vehicle not in excess of 10,000 lbs. GVWR.

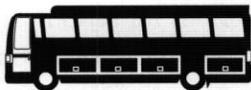
Class C - Any vehicle, regardless of weight rating, transporting hazardous material in any amount requiring the display of placards by 49 CFR, part 172, subpart F, or designed to transport 16 passengers or more, including the driver.

In addition to the proper class of license, drivers of specific types of CMVs are required to obtain the following endorsements on their CDLs, if applicable.

T - Endorsement Required for double or triple trailers.



P - Endorsement Required for vehicles with a designed capacity to transport 16 or more passengers, including the driver.



N - Endorsement Required for a tank vehicle designed to transport liquid or gaseous materials with a rated capacity of 1,000 gallons or more.



H - Endorsement Required when transporting hazardous material in any amount requiring the display of placards by 49 CFR, part 172, subpart F.



X - Endorsement Combines the N and H endorsements for a single endorsement allowing operation of tank vehicles transporting liquid or gaseous hazardous material.



The Commercial Motor Vehicle Act of 1986 (The Act) was designed to remove unsafe and unqualified drivers of heavy trucks and buses from the nation's highways.

Individual states may, at their discretion, issue restricted, specific use CDLs to allow operation of specific vehicles, or exempt specific occupational fields, such as farmers and emergency response vehicles, from the CDL requirements. Refer to your State code for State-specific requirements.

0.04 Percent Blood Alcohol Concentration (BAC)

In addition to establishing testing and licensing standards, the Act also established 0.04 percent Blood Alcohol Concentration (BAC) as the blood alcohol level at which the driver of a CMV is deemed to be Driving While Impaired (DWI) and subject to disqualification sanctions. Most States have enacted legislation empowering State, county, and municipal police officers to enforce the 0.04 percent limit. However, it is imperative that each individual officer becomes thoroughly knowledgeable in the applicable State statute and obtain departmental legal interpretation as to probable cause requirements and their impact on enforcement for their particular jurisdiction.

Driver Disqualification and Penalties

Drivers may be disqualified from driving a CMV for one year upon the violation of any of the following:

- First offense conviction of driving a CMV while under the influence of alcohol or a controlled substance.
- Leaving the scene of a crash involving a CMV.
- Using a CMV in the commission of a felony.
- Using a CMV in the commission of a felony involving the manufacture, distribution, or dispensing of a controlled substance.

If the driver commits one of the above violations while driving a CMV and transporting and placarded for hazardous material, the minimum disqualification period increases to three years. A second conviction will result in the driver being disqualified from operating a CMV for life.

CDL disqualification can also be the end result of convictions for serious moving violations. Under CDL standards, a serious moving traffic violation is defined as:

- Excessive speed of 15 miles per hour or more above the posted speed limit.
- Reckless driving including, but not limited to, driving a CMV with wanton, willful disregard for the safety of persons or property.
- Improper or erratic lane changes.
- Following too closely.
- A violation arising in connection with a fatal crash relating to traffic control devices.

Two convictions of serious moving violations within three years will result in a 60-day disqualification; three convictions within three years will result in a 120-day disqualification. The elements and detection of serious moving violations will be fully addressed in the next section.

The success of the Commercial Driver's License Program is dependent upon the enforcement actions taken by officers. Drivers of CMVs who display unacceptable driving behaviors or do not possess the knowledge, skills, and abilities required of a CMV driver, can only be detected and removed by officers. This can be accomplished by:

- Verifying CDL status through driver's license computer checks on every traffic enforcement contact involving a CMV.
- Issuing a traffic citation to report and recording all violations committed by the driver of a CMV.

All cited CDL violations that result in a conviction are transmitted via the Commercial Driver's License Information System (CDLIS), to the home State. The driver's record is available to all law enforcement personnel nationwide through the CDLIS.

Commercial Driver's License Summary

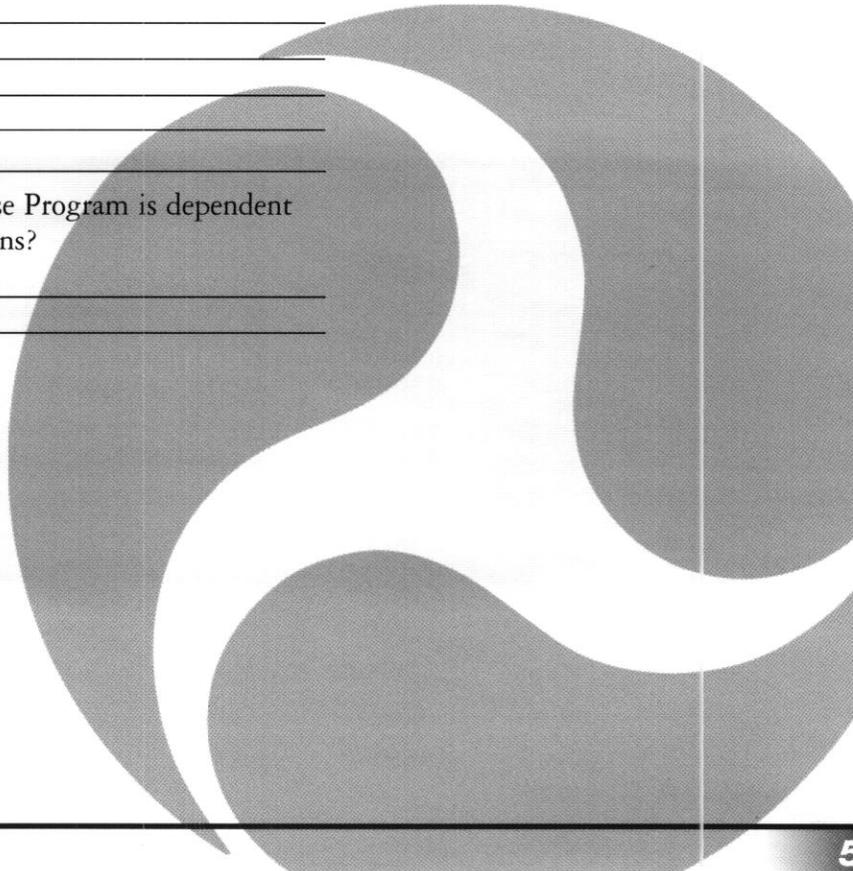
1. All drivers of CMVs must have a commercial drivers license if the vehicle they are operating meets one of the following criteria:

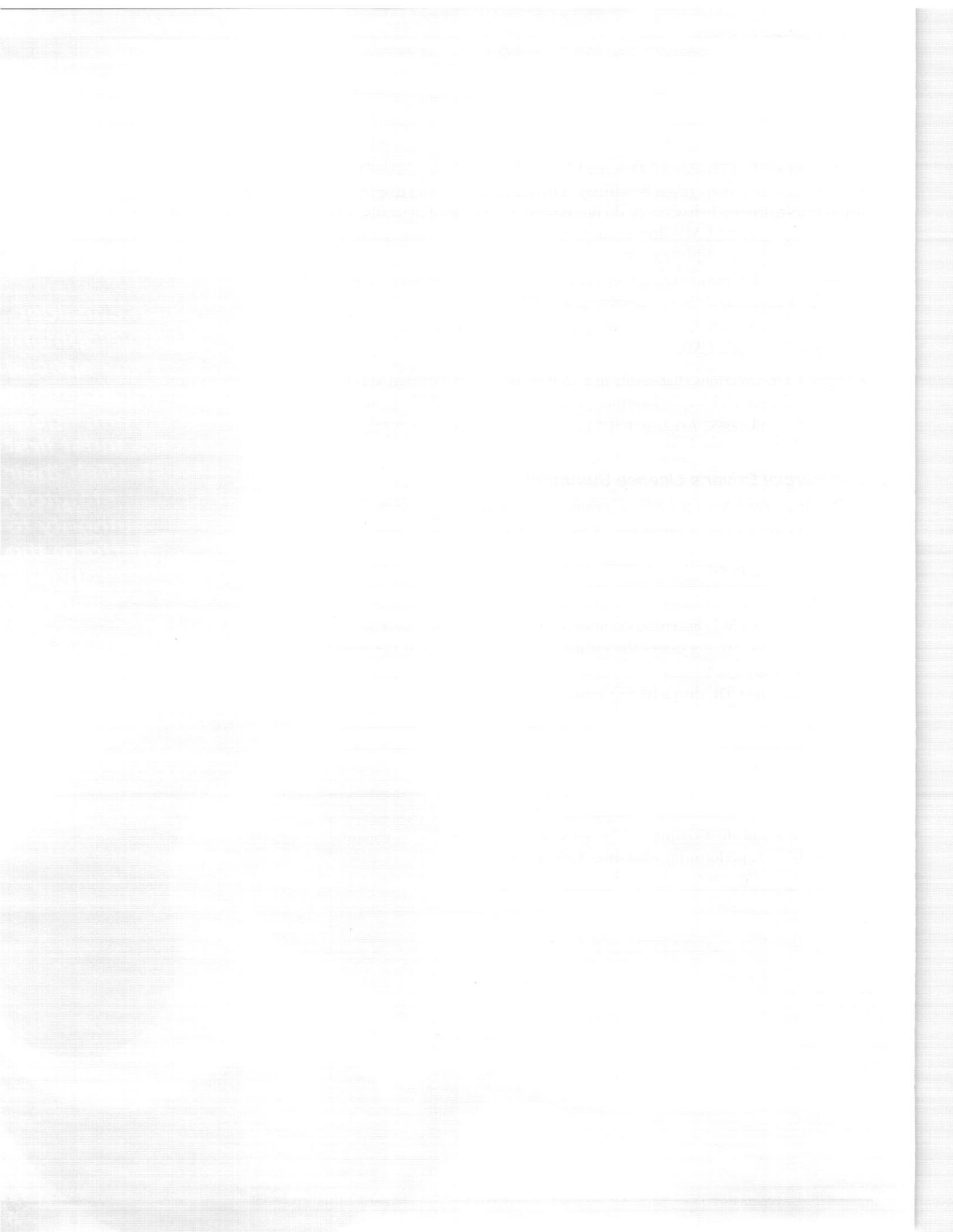
2. The blood alcohol concentration at or above which a CDL driver is deemed to be driving under the influence is _____. What is the level in your state? _____

3. What are the CDL disqualifying serious moving violations?

4. The success of the Commercial Driver's License Program is dependent upon officers performing what two basic actions?

When considering development of any special enforcement program, agencies must first establish their statutory authority to perform the proposed actions.





CMV Law Enforcement Programs

CMV traffic law enforcement programs do not require extensive or special training. The same traffic laws that apply to the operator of an automobile, pickup truck, or other non-CMV, also apply to the driver of a CMV.

However, some jurisdictions have enacted specific statutes, ordinances, or regulations that place additional restrictions on CMVs such as road/street access, bridge weight limits, lane usage, parking, and time of day limitations. Successful enforcement programs can be established without special equipment or additional personnel by training existing officers in some of the basic characteristics of the CMV and its driver.

When considering development of any enforcement program, an agency must first establish its statutory authority to perform the proposed actions. The agency must then review its enforcement policies and consult the local prosecutor for basic case element requirements. While developing this type of enforcement program, agencies are encouraged to interact with other State and local agencies that have successful programs in place and take advantage of their experience and knowledge. This will not only make program development smoother, it will also expedite implementation, enhance validity, and contribute to its success.

Before expending planning efforts, it is critical that the agency determine and establish its basic authority and definitions. Some States may restrict local law enforcement agencies from performing CMV enforcement. In general, it prevents or restricts enforcement of CMV equipment, size, weight, or cargo securement violations. This restriction normally is not applicable to traffic enforcement laws.

The basic CMV enforcement program should focus efforts on crash-causing violations that will be addressed in the next module. Officers can accomplish this task without having to obtain additional training in the Federal Motor Carrier Safety Regulations. A significant positive impact on CMV highway safety can be obtained by enforcing the serious moving violations identified in the previous section.

The following is a work sheet to assist in establishing basic authority and to enforce CMV laws and/or regulations;

List the statutes that govern the authority to enforce CMV laws and/or regulations.

What, if any, restrictions are there and how are they applied?

What exemptions are granted by statute?

Basic CMV enforcement programs do not require extensive or special training. The same traffic laws that apply to the operator of an automobile, pickup truck, or other non-CMV, also apply to the driver of a CMV.

What vehicles are defined by statute as CMVs?

Which statutes contain the following?

Moving violations pertaining to drivers of CMVs. _____

Serious moving violations pertaining to drivers of commercial motor vehicles. _____

Commercial driver's license requirements. _____

How are traffic violations committed by drivers of CMVs adjudicated?
(Check)

Courts Administratively

Traffic law enforcement managers and line officers generally agree that an effective CMV enforcement program involves the use of unmarked or unconventional vehicles. Marked units are often the basic vehicle used in CMV traffic enforcement, with unmarked or unconventional units used to supplement and enhance the overall program.

As with all enforcement programs performed by a law enforcement agency, program monitoring is an important element for effectively identifying high commercial vehicle crash corridors. Program managers are more able to effectively deploy personnel resources for maximum results. Monitoring activity reports, crash reports, violation types, and staff hours expended will allow program managers to determine the effectiveness of the program and to make resource adjustments.

Agencies that combine these basic program elements will be able to develop an effective and flexible commercial vehicle traffic enforcement program and realize a positive impact on motor vehicle safety within their jurisdictions.

Judicial Involvement

Involvement of judges and prosecuting attorneys is a key element in the overall success of any CMV traffic enforcement program. Enforcement efforts can be weakened by inadequate prosecution by attorneys or judges who withhold adjudication or assess minimal penalties on drivers who commit serious moving violations. It is essential that program managers educate and inform prosecuting attorneys and judges to make them aware of the importance of effective adjudication of cases. Prosecuting attorneys and judges are sometimes focused on more serious criminal cases and often regard traffic enforcement cases as inconsequential. Also, they may be reluctant to take action that could jeopardize the violator's commercial driver's license because they believe they are removing the violator's ability to remain employed. However, they often lose perspective on the serious ramifications that usually accompany a crash involving a CMV, particularly one transporting hazardous materials. Law enforcement agencies and program managers should stress the seriousness of the violations during any interaction with prosecutors and judges.

Basic CMV Enforcement Programs Summary

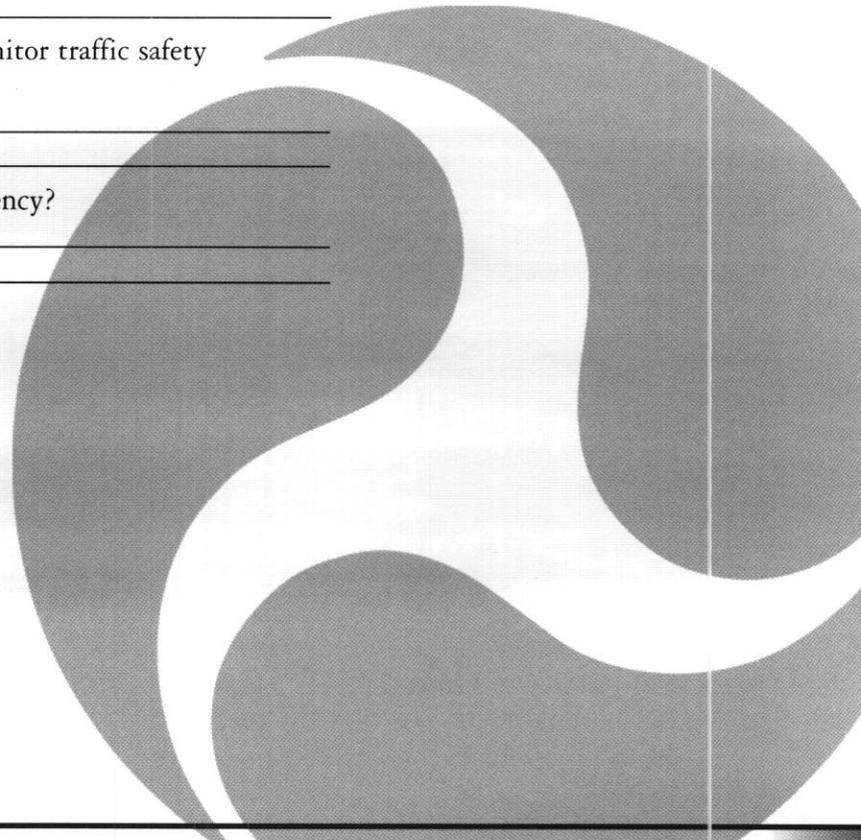
1. List the principle CMV crash locations within your jurisdiction.

2. List currently available agency resources useful for commercial vehicle enforcement purposes in your agency.

3. What type of system is currently used to monitor traffic safety efforts in your jurisdiction?

4. How are CMV crashes monitored by your agency?

Traffic law enforcement managers and line officers generally agree that an effective CMV enforcement program involves the use of unmarked or unconventional vehicles.



THE EFFECTS OF VISITOR PARTICIPATION IN THE TREATMENT OF CRIMINALS

The purpose of this study was to determine the effects of visitor participation in the treatment of criminals. The study was conducted in a maximum security prison. The participants were 100 inmates who were assigned to two groups: a control group and an experimental group. The control group received the standard treatment, while the experimental group received the standard treatment plus visitor participation. The results of the study showed that the experimental group had significantly better outcomes than the control group. The outcomes measured were recidivism rates, prison disciplinary infractions, and inmate attitudes. The experimental group had a lower recidivism rate, fewer disciplinary infractions, and more positive attitudes than the control group. The study suggests that visitor participation in the treatment of criminals can have a positive effect on their behavior and attitudes.

Basic Data of Treatment Programs Summary

The study was conducted in a maximum security prison. The participants were 100 inmates who were assigned to two groups: a control group and an experimental group. The control group received the standard treatment, while the experimental group received the standard treatment plus visitor participation.

The outcomes measured were recidivism rates, prison disciplinary infractions, and inmate attitudes. The experimental group had a lower recidivism rate, fewer disciplinary infractions, and more positive attitudes than the control group.

The study suggests that visitor participation in the treatment of criminals can have a positive effect on their behavior and attitudes.

How the CIV Program Works

The CIV program is a treatment program for criminals that involves visitor participation. The program is based on the idea that visitors can help to change the attitudes and behaviors of criminals. The program consists of several components, including: 1) visitor participation in the treatment program, 2) inmate participation in the treatment program, and 3) inmate participation in the prison community. The program has been shown to have a positive effect on the behavior and attitudes of criminals.

Targeting Crash-Causing Violations

Serious moving violations are defined in the commercial driver's license disqualification statute or regulation. These violations can cause serious crashes and can lead to driver disqualification. Serious moving violations by CMVs will be reviewed in this module. However, they are not exclusive, since both commercial vehicles and non-commercial vehicles are subject to basic highway safety traffic laws that are too numerous to cover in this guide.

Speeding is perhaps the most common violation. Law enforcement agencies receive numerous calls every day from citizens complaining about trucks speeding through residential streets, speeding on the open road, and not reducing speed at school crossings, blind intersections, business districts, and railroad grade crossings.

While State speed limits generally apply to both commercial and non-commercial vehicles, some States restrict large trucks, certain types of buses, vehicles towing trailers, and trucks transporting hazardous materials. All States have statutes that address reducing speed when specific special conditions are present, such as at school zones, adverse weather conditions, steep down-grades, sharp curves, or other situations where traveling at the posted speed limit becomes unsafe and threatens the safety of others.

Following too closely is the second most frequent complaint. Following too closely, or tailgating is a common violation. However, when the driver of an 80,000 pound truck tailgates a 2,500 pound automobile, the potential for a disaster is much greater. The average stopping distance for a loaded tractor-trailer traveling at 55 mph is 196 feet, compared with 133 feet for an automobile. Adverse highway conditions, such as rain, ice, snow, other debris, or mechanical conditions, such as faulty brakes, air loss, or bad tires, increase the potential for a crash. These problems increase when the CMV is transporting hazardous materials.

A common complaint from CMV drivers is that drivers of passenger vehicles cut in front of them. Officers should observe the CMV for a distance and allow the driver time to compensate for this before citing the CMV for following too closely.

Improper lane changing is another frequent violation. This often occurs under two circumstances: in heavy traffic flow where commercial vehicle drivers squeeze their vehicle between automobiles when overtaking slower traffic; or on the open highway and traveling at full speed, when CMV drivers fail to slow down for vehicles as they approach from the rear. This violation also occurs at high speed merge locations when the commercial vehicle driver fails to accurately gauge the vehicle's position and speed during the merge maneuver. In addition, this violation also occurs when other vehicles are traveling in the commercial vehicle's blind spot. This demonstrates the importance of signaling before attempting to change lanes.

Reckless driving can be described as the "wanton, willful disregard for the welfare and safety of another person or property." This violation requires the establishment of the wanton and willful disregard

Law enforcement agencies receive numerous calls every day from citizens complaining about trucks speeding down their residential street, on the open road, at blind intersections, in business districts, at railroad grade crossings or not reducing speed in school zones.

element. Some prosecuting attorneys and judges require a minimum of three concurrent serious moving violations to establish this element, while others consider knowingly operating a vehicle with faulty equipment, such as inoperative brakes, as being reckless. It is the traffic enforcement officer's responsibility to know what the courts deem reckless, as well as the agency's policy. This knowledge is essential if the driver is to be properly cited.

Improper turning is the act of failing to yield right-of-way to oncoming traffic or failing to stay in the prescribed lane. These violations occur almost instantaneously and require focused attention to all circumstances pertaining to the event. Tractor-trailer combinations, buses, and longer single unit commercial vehicles require much more room to turn than automobiles. When making right turns, these larger vehicles will move either partially or entirely into the adjacent left lane before they start the turn. This maneuver is necessary to afford the driver the turning radius needed to complete the turn. Often, when the driver moves to the left and then starts the turn, drivers of automobiles will attempt to pass on the right and usually end up being struck by the trailer or colliding with the passenger side of the CMV. The positioning of the CMV prior to and during the turn in relation to its overall length must be considered when dealing with this type of incident. If the driver was appropriately positioned to make this maneuver safely, the violation would be committed by the driver of the automobile. However, if during the turn the truck driver encroached into the right-of-way of approaching traffic, a violation would be charged to the truck driver.

Driving while impaired involving a CMV, particularly one transporting hazardous material, is a catastrophic event seeking a time and place to happen. Officers need to be constantly alert, both day and night, for actions and indicators such as driving too slowly, failing to stay within a single lane, careless/reckless driving, or any other behavior that would indicate the possibility of an impaired CMV driver. CMV drivers are considered impaired at 0.04 percent BAC. Officers should observe the actions of the driver during the initial vehicle stop for additional indicators of impairment. Other indicators to watch for are:

- Driver's coordination when leaving the vehicle's cab.
- Open containers of alcoholic beverages in the cab. Containers may be brand name bottles or cans, or they can be plastic cups, thermos bottles, flasks, or plastic bottles with the labels removed. Agency policy should be followed to protect this type of evidence.
- Driver's appearance, including condition of clothes, breath odor, blood-shot or slow focusing eyes, confusion, and slurred speech.
- Manner and type of response to questions and directions.
- Reaction to being stopped by a police officer. A normal reaction will involve some degree of apprehension or nervousness. However, a driver that appears unconcerned and inattentive to what is taking place, is hyperactive and talkative, or experiences sudden mood swings from passive to angry needs to be closely observed for evidence of substance abuse.

Following too closely or tailgating is the second most frequent complaint and is an ongoing violation of all drivers.

After the officer determines, based on the CMV driver's mental state, driving, physical appearance, and actions, that further investigation is necessary, standard field sobriety tests should be administered. Additionally, the officer needs to assess the possibility of a medical condition that may lead to reactions that mimic impairment (e.g., diabetic shock).

When the officer determines that there is sufficient probable cause to arrest a CMV driver for DWI, the procedures are the same as for any driver of any other type or class of motor vehicle. The statutes applicable to implied consent, chemical/breath testing, and the type and number of tests administered will determine the appropriate course of action the arresting officer should take.

In the event the officer cannot obtain sufficient evidence of DWI and the driver appears to act in a normal manner, a trained officer or certified CMV inspector should be summoned to the location. This officer can review the driver's hours-of-service records and other related documents to determine if the erratic driving was the result of driver fatigue, perhaps caused by an hours-of-service infraction.

Parking on the shoulder of controlled access or other roadways by CMV drivers can be a significant contributing factor to injury or fatal crashes. The main reason CMVs are parked on highway shoulders and other unsafe locations is mechanical breakdown. However, drivers are often in need of rest, particularly in the early morning hours, and may not know the locations of nearby rest areas or truck stops. Also, deliveries scheduled for early morning often cause a driver to park at the city limits or near the delivery point to wait for the delivery location to open.

Many crashes involve vehicles striking trucks parked on the shoulder. Studies indicate that CMVs were involved in the major portion of these crashes and that they occurred primarily between midnight and 6 a.m. Alcohol involvement or fatigue were the two main causes noted.

Officers should be aware of the potential for serious crashes associated with CMVs parking on highway shoulders. Providing assistance for disabled vehicles and informing drivers of safe parking areas will contribute to a reduction of CMV crashes.

Violating other commercial motor vehicle laws. Your county or city may have laws restricting the times of day the CMV may use specific roadways or designate specific truck routes in urban areas or prohibiting CMV traffic altogether; providing weight, height and width restrictions, weather conditions, and hours of operation; requiring escort or pilot vehicles, sometimes requiring height poles, lights, radio communications, and personnel to have weapons to protect the load; and, limiting hazardous material or requiring placards, lights, etc. In these instances, a permit is often required by the State. Be aware that some Department of Defense and Department of Energy movements are not subject to certain traffic law regulations, and are often accompanied by armed escorts. Officers need to contact these agencies so that their dispatcher can, in turn, call the driver to advise him on the procedure for the stop.

When the officer determines that sufficient probable cause is present to arrest a CMV driver for DWI, the procedures are the same as for any driver of any other type or class of motor vehicle.

Generally, CMV drivers are required to hold medical certification. Check your State law for applicability.

Stopping at railroad grade crossings. Drivers of CMVs that are transporting hazardous material in quantities requiring placarding, or any bus transporting passengers are required to make a complete stop at all railroad grade crossings. After stopping and looking for approaching trains, drivers may then continue across the tracks without shifting gears.

All States have statutes requiring CMVs of this type to stop at railroad grade crossings. When officers observe a CMV displaying hazardous materials placards and it fails to come to a complete stop at a railroad grade crossing, a violation has occurred and the stop should be initiated.

After stopping the placarded CMV in a safe location, officers should obtain the shipping papers from the driver and note the commodity transported on the citation, e.g., gasoline, sulphuric acid, compressed gas, poison gas, chlorine, or check the "HM" box on the citation, if provided.

Officers should be aware of state statutes that govern the movement of placarded CMVs and buses at railroad grade crossings.

CMV Stops and Enforcement Considerations

Perhaps one of the most challenging situations an officer must confront in stopping a CMV is initiating the appropriate enforcement action, and returning the commercial vehicle into the traffic flow without creating a traffic hazard.

Officers must plan for this type of traffic stop. Follow the vehicle until you're near a good pull-over spot. When possible, locate safe sites in your patrol area in advance. For multilane roadways, the officer may have to block lanes behind the truck to allow the driver to move safely to the right shoulder. Do not expect the same stop response time from a CMV as you would from a passenger vehicle. Officers should plan to avoid stopping the vehicle on steep uphill or downhill grades; on soft, narrow or slanted shoulders; on curves where approaching drivers can't see; on bridges where available space is limited; and during other conditions when the traffic density and speed will not ensure visibility and distance for the vehicle to safely reenter the traffic flow. The primary factors in location selection are officer safety, driver safety, and the safety of other traffic on the roadway. Also, the officer should determine if the CMV traffic stop in a particular location causes more of a hazard than the actual violation.

If the driver stops too soon, before reaching your preferred site, direct the driver to continue to a more desirable location. If the driver stops too late, direct the driver to continue to your next safe site.

As you carry out the stop, show the driver your lights by keeping a little more to the left than with a passenger vehicle. After activating emergency equipment, the officer must allow sufficient time for the driver to locate a safe stopping place. The size of the vehicle affects the distance from which your lights will be seen. Stay out of the driver's blind spots. If you can't see the mirror, the driver can't see you. Avoid pulling beside the CMV and do not use your vehicle as a "rolling road block." Do not attempt to stop a CMV from the front.

The positioning of the patrol car in relation to the vehicle being stopped is a primary officer safety issue. Placing the patrol car to the front or to the rear of the vehicle is usually dictated by agency policy. By parking in front of the vehicle, officers compromise public safety by not allowing other motorists approaching from the rear to see the patrol car's lights. Also, after the contact, it is difficult to assist the large vehicle in returning to the traffic flow.

At night, allow at least 20 feet between your patrol vehicle and the CMV when possible. Turn on your low beams to illuminate the undercarriage of the CMV. Direct your spotlight at the ground directly below the driver's door to illuminate the walking path to the cab.

When leaving your vehicle to approach the CMV, exercise extreme caution. Use all safety techniques available to you. Monitor traffic throughout the stop. Check your blind spots and rearview mirror before exiting your vehicle.

Laws vary from state to state and place region-specific restrictions on CMVs such as requiring commercial vehicles to drive in the right lane on multi-lane highways except when passing or prohibiting them from using the left lane

While approaching the vehicle, check for the presence of hazardous materials (placarding, leaks, spills, unusual odors). Refer to your Emergency Response Guidebook (ERG) to identify hazardous materials, and call for a trained or certified CMV inspector if hazmat or vehicle defects warrant.

Initially instruct the driver to stay in the vehicle. Keep your hands free as much as possible. Control the flow of paper work from the driver. Collect the driver's Commercial Driver's License and registration only. Expedite the transaction in order to minimize the hazards to both you and the driver. Be brief, courteous, and professional. At this point, evaluate the driver's condition during the initial interview. Look for signs of fatigue, contraband, and alcohol/drug use.

Officers should exercise caution when approaching the driver's door during traffic stops as it may open unexpectedly causing injury or forcing the officer into the traffic lane. Generally, officers should avoid climbing up on the cab to the door. If suspicious indicators emerge, never search a CMV alone. Always call for back-up before initiating criminal investigations.

If you ask the driver to exit the vehicle, talk in front of the vehicle at the right side. During CMV traffic stops, driver contact is best done at the front of the vehicle as this affords the driver the opportunity to return to the cab for additional documents. The officer should keep the driver between you and the vehicle and face traffic. Fill out forms in front of the vehicle. Be sure the driver understands any equipment or driver violations and how to properly respond to any citation issued.

Direct and assist the driver in safely returning the vehicle into the traffic flow. Advise the driver how you will assist the vehicle for re-entering traffic. At night, turn off your vehicle's front strobelights and emergency lights, but leave the rear lights on to alert traffic. When appropriate, advise the driver to use the shoulder as an acceleration lane before entering the flow of traffic. Enter traffic to provide a clear lane for the CMV driver whenever possible. Remain behind the CMV until it has reached highway speed.

Traffic enforcement activities involving CMV drivers require good judgment on the part of officers because their actions could affect the driver's CDL status. If you have the slightest doubt as to the driver's actions or the elements of the violation, a verbal or written warning should be strongly considered.

Firm, equitable, and impartial enforcement is the key to the credibility and success of any CMV enforcement program. Drivers will discuss various enforcement hot spots and experiences. This is an integral part of the network among drivers in spreading the word about a particular location or an agency's enforcement policies and procedures.

CMV Stops and Enforcement Summary

1. The primary factors in location selection for a CMV stop are _____
2. Location of the patrol vehicle during traffic stops is dictated by _____
3. It is best to interview the driver at the _____ of the CMV.
4. Why is it more advantageous for the driver to exit the cab and come to the officer, rather than for the officer to stand beside the cab?

5. How should an officer direct and/or assist the CMV driver with a safe return into the traffic stream?



CVI Stops and Enforcement Summary

The purpose of this report is to provide a summary of the CVI stops and enforcement actions taken during the reporting period.

The following table provides a summary of the CVI stops and enforcement actions taken during the reporting period.

The following table provides a summary of the CVI stops and enforcement actions taken during the reporting period.

CVI

When a driver is observed for the driver to exit the cab and come to the officer rather than for the officer to stand beside the cab.

The following table provides a summary of the CVI stops and enforcement actions taken during the reporting period.

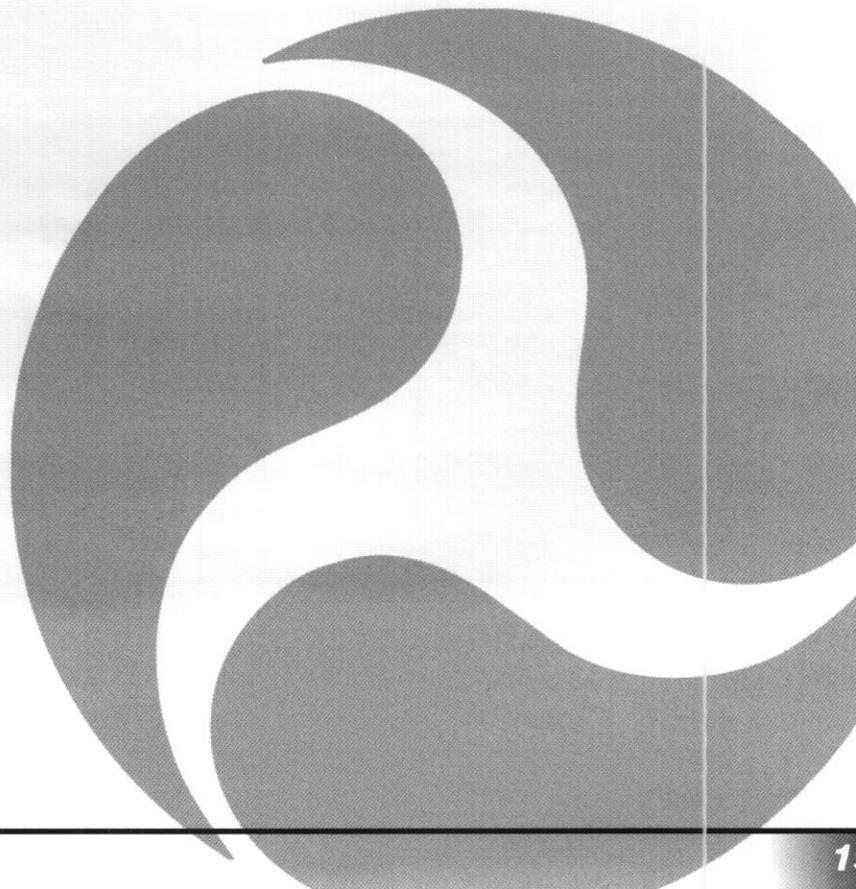
CVI

Conclusion

The CMV driver and the motoring public are relying on you to use sound judgment and proper safety techniques to safeguard them from harm. Rely on your training and experience, and act in accordance with your department's regulations. Use the tips and techniques discussed in this guide to assist you in making a successful, effective, and safe CMV traffic stop.

Agencies considering expanding their CMV enforcement programs beyond the scope of this guide should contact the State agency responsible for CMV enforcement. It will require dedicated personnel resources, special equipment funding, and ongoing training to achieve the knowledge, skills, and abilities necessary to certify officers for this enforcement program. More information pertaining to commercial vehicle operations can be obtained by contacting the appropriate State Director, Federal Motor Carrier Safety Administration (FMCSA) in your State. (See a list of resources located at the end of this guide.) Additional information is also available through your State police or highway patrol.

*The CMV driver
and the motor-
ing public are
relying on the
patrol officer to
use sound
judgment and
proper safety
techniques to
safeguard them
from harm.*



Answer Key

Page 2, Introduction

1. The most frequently cited causes of CMV crashes are **driver error** and **driver impairment**.
2. A study of fatal-to-the-driver heavy truck crashes by the National Transportation Safety Board identified **fatigue** as the principal cause of driver impairment, followed by **impairment by alcohol or substance abuse**.

Page 5, Commercial Driver's License

1. All drivers of CMVs must have a commercial driver's license if the vehicle they are operating meets one of the following criteria:
 - A - Combination vehicle with a gross combination vehicle weight rating (GCWR) of 26,001 lbs or more towing a vehicle with a gross vehicle weight rating (GVWR) of more than 10,000 lbs.
 - B - Single unit vehicle with a gross vehicle weight rating (GVWR) of 26,001 lbs or more, or any such vehicle towing a vehicle not in excess of 10,000 lbs. GCWR.
 - C - Any vehicle, regardless of weight rating, transporting hazardous material in any amount requiring the display of placards by 49 CFR, part 172, subpart F, or designed to transport 16 or more passengers including the driver.
2. The blood alcohol concentration at or above which a CDL driver is deemed to be driving under the influence is **0.04 percent**.
3. What are the CDL disqualifying serious moving violations?
 - A - Speed in excess of 15 miles per hour over the posted speed limit.
 - B - Reckless driving.
 - C - Improper or erratic lane changes.
 - D - Following too closely.
 - E - Violation arising in connection with a fatal crash relating to traffic control devices.
4. The success of the Commercial driver's license Program is dependent upon traffic enforcement officers performing what two basic functions?
 - A - Verification of CDL status
 - B - Issuance of a traffic citation to report and record all violations committed by a driver of a CMV.

*Other frequent
CMV complaints
are improper
lane changing,
reckless driving,
improper
turning and
driving under
impairment*

Page 7 and 8, CMV Law Enforcement Programs

Note: No answers are provided, because these are State-specific.

Page 9, Judicial Involvement

Note: No answers are provided, because these are State-specific.

Page 17, Commercial Vehicle Stops and Enforcement

1. The primary factors in location selection for a CMV stop are:

A - Officer Safety.

B - Driver/vehicle safety.

C - Safety of other traffic on a roadway.

2. Location of the patrol vehicle during traffic stops is dictated by **agency policy and procedure.**

3. It is best to interview the driver at the front of the CMV.

4. Why is it more advantageous for the driver to exit the cab and come to the officer, rather than for the officer to stand beside the cab?

Officer establishes control of the situation, can observe the driver exit the cab and walk toward him, allowing any signs of impairment to be observed and officer safety.

5. How should an officer direct and/or assist the CMV driver with a safe return into the traffic stream?

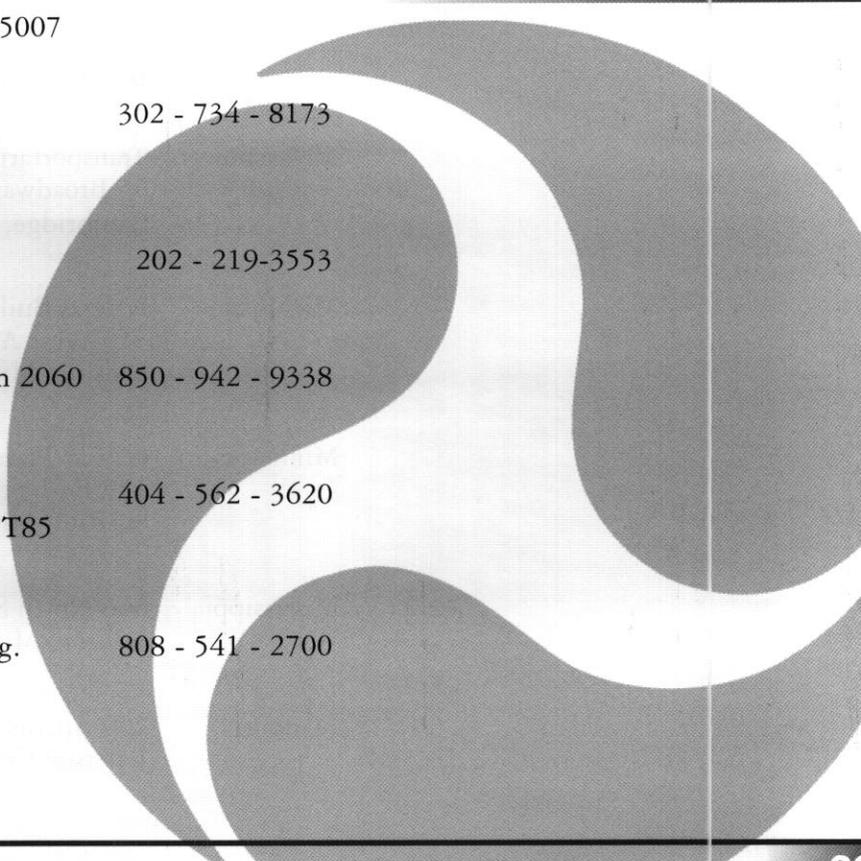
Tell drivers what actions to take, then follow vehicle with emergency lights on for a safe distance.

**Federal Motor Carrier Safety
Administration**

Division Offices

Alabama	500 Eastern Boulevard, Suite 200 Montgomery, Alabama 36117	334 - 223 - 7244
Alaska	605 West 4th Avenue, Room 249 Historic State Building Anchorage, Alaska 99501	907 - 271 - 4068
Arizona	234 North Central Avenue, Suite 305 Phoenix, Arizona 85004	602 - 379 - 6851
Arkansas	3414 Federal Bldg., 700 West Capitol Little Rock, Arkansas 72201	501 - 324 - 5050
California	980 9th Street, Suite 450 Sacramento, California 95814-2724	916 - 498 - 5050
Colorado	555 Zang Street, Suite 264 Lakewood, Colorado 80228	303 - 969 - 6748
Connecticut	Glastonbury Corporate Center 628-2 Hebron Avenue, Suite 303 Glastonbury, Connecticut 06033-5007	860 - 659 - 6700
Delaware	Federal Office Building 300 South New Street, Suite 2101 Dover, Delaware 19904	302 - 734 - 8173
District of Columbia	1990 K Street, NW, Suite 510 Washington, D.C. 20006	202 - 219-3553
Florida	225 North Bronough Street, Room 2060 Tallahassee, Florida 32301	850 - 942 - 9338
Georgia	Sam Nun Atlanta Federal Center Forsyth Street Southwest, Suite 17T85 Atlanta, Georgia 30303-3104	404 - 562 - 3620
Hawaii	Pr. Jonah Kuhio Kalaniana'ole Bldg. 300 Ala Moana Blvd. Suite 3-243, Box 50206 Honolulu, Hawaii 96850	808 - 541 - 2700

**Parking on the
shoulder of con-
trolled access
or other road-
ways by CMV
drivers can be a
significant con-
tributing factor
to injury or fatal
crashes,
although the
main reason
CMVs are
parked on high-
way shoulders
and other
unsafe locations
is mechanical
breakdown.**

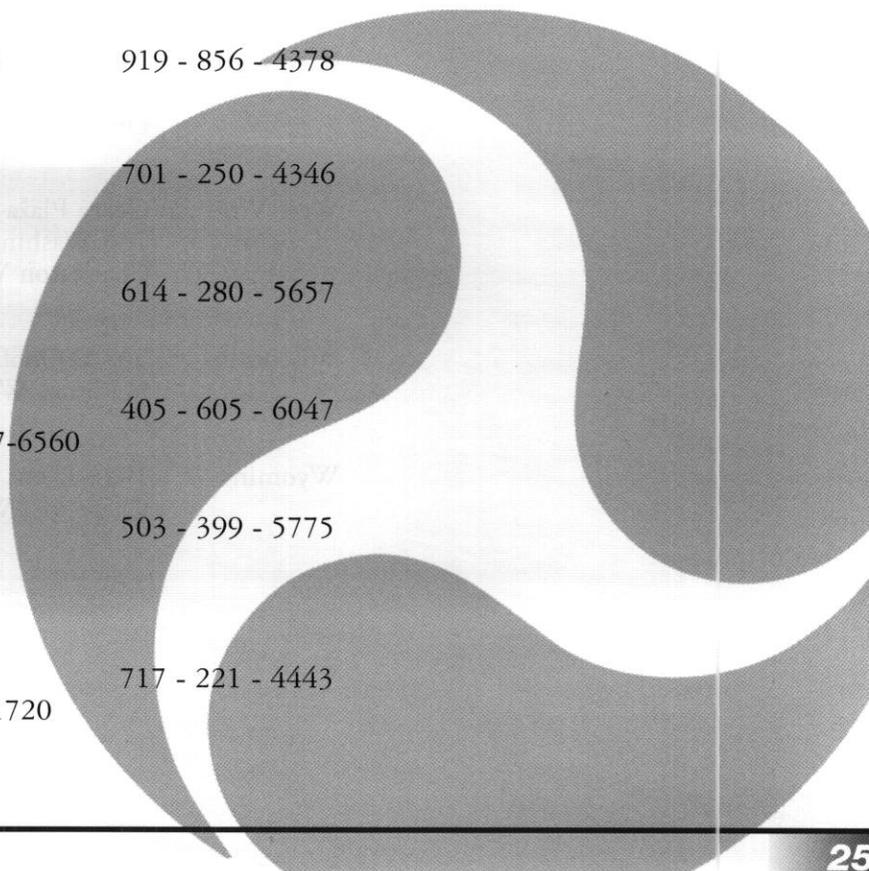


COMMERCIAL MOTOR VEHICLE TRAFFIC ENFORCEMENT

Idaho	3050 Lakeharbor Drive, Suite 126 Boise, Idaho 83703	208 - 334 - 1842
Illinois	3250 Executive Park Drive Springfield, Illinois 62703-4514	217 - 492 - 4608
Indiana	Minton-Capehart Federal Building 575 North Pennsylvania St., Suite 261 Indianapolis, Indiana 46204-1520	317 - 226 - 7474
Iowa	105 6th Street Ames, Iowa 50010-6337	515 - 233 - 7400
Kansas	3300 South Topeka Boulevard, Suite 1 Topeka, Kansas 66611-2237	785 - 267 - 7288
Kentucky	Federal Building and U.S. Courthouse 330 West Broadway, P.O. Box 536 Frankfort, Kentucky 40601-0536	502 - 223 - 6779
Louisiana	5304 Flanders Drive, Suite A Baton Rouge, Louisiana 70808	225 - 757 - 7640
Maine	Federal Building and U.S. Post Office 40 Western Avenue, Suite 601 Augusta, Maine 04330	207 - 622 - 8358
Maryland	The Rotunda 711 West 40th Street, Suite 220 Baltimore, Maryland 21211	410 - 962 - 2889
Massachusetts	Transportation Systems Center 55 Broadway, Room 1-35 Cambridge, Massachusetts 02142	617 - 494 - 2770
Michigan	Federal Building 315 West Allegan Street, Suite 205 Lansing, Michigan 48933	517 - 377 - 1866
Minnesota	Galtier Plaza, Box 75 175 Fifth Street East, Suite 500 St. Paul, Minnesota 55101-2904	651 - 291 - 6150
Mississippi	666 North Street, Suite 103 Jackson, Mississippi 39202-3199	601 - 965 - 4219
Missouri	209 Adams Street Jefferson City, Missouri 65101	573 - 636 - 3246

COMMERCIAL MOTOR VEHICLE TRAFFIC ENFORCEMENT

Montana	2880 Skyway Drive Helena, Montana 59602	406 - 449 - 5304
Nebraska	Federal Building 100 Central Mall North, Suite 220 Lincoln, Nebraska 68508-5146	402 - 437 - 5986
Nevada	705 North Plaza Street, Suite 220 Carson City, Nevada 89701	775 - 687 - 5335
New Hampshire	279 Pleasant Street, Suite 202 Concord, New Hampshire 03301	603 - 228 - 3112
New Jersey	840 Bear Tavern Road, Suite 310 West Trenton, New Jersey 08628	609 - 637 - 4222
New Mexico	2400 Louisiana Blvd. N.E. AFC-5, Suite 520 Albuquerque, New Mexico 87110-4316	505 - 346 - 7858
New York	Leo W. O'Brien Federal Building Clinton Ave. and North Pearl Streets Room 719 Albany, New York 12207	518 - 431 - 4145
North Carolina	310 New Bern Avenue, Suite 468 Raleigh, North Carolina 27601	919 - 856 - 4378
North Dakota	1471 Interstate Loop Bismark, North Dakota 58503	701 - 250 - 4346
Ohio	200 North High Street, Suite 328 Columbus, Ohio 43215-2482	614 - 280 - 5657
Oklahoma	300 North Meridian, Suite 106-S Oklahoma City, Oklahoma 73107-6560	405 - 605 - 6047
Oregon	The Equitable Center, 530 Center Street N.E., Suite 100 Salem Oregon 97301	503 - 399 - 5775
Pennsylvania	228 Walnut Street, Suite 560 Harrisburg, Pennsylvania 17101-1720	717 - 221 - 4443



COMMERCIAL MOTOR VEHICLE TRAFFIC ENFORCEMENT

Rhode Island	380 Westminster Mall, Suite 547 Providence, Rhode Island 02903	401 - 528 - 4578
South Carolina	1835 Assembly Street, Suite 1253 Columbia, South Carolina 29201-2430	803 - 765 - 5414
South Dakota	116 East Dakota Street P.O. Box 700 Pierre, South Dakota 57501	605 - 224 - 8202
Tennessee	640 Grassmere Park, Suite 111 Nashville, Tennessee 37211	615 - 781 - 5781
Texas	826 Federal Building 300 East 8th Street Austin, Texas 78701	512 - 536 - 5980
Utah	2520 West 4700 South, Suite 9B Salt Lake City, Utah 84118	801 - 963 - 0096
Vermont	Federal Building 87 State Street, Room 222 P.O. Box 568 Montpelier, Vermont 05602	802 - 828 - 4480
Virginia	400 North 8th Street, Suite 750 P.O. Box 10249 Richmond, Virginia 23240-0249	804 - 775 - 3322
Washington	Evergreen Plaza 711 South Capitol Way, Suite 501 Olympia, Washington 98501	360 - 753 - 9875
West Virginia	Geary Plaza 700 Washington Street East, Suite 205 Charleston West Virginia 25301	304 - 347 - 5935
Wisconsin	567 D'Onofrio Drive, Suite 101 Madison, Wisconsin 53719-2814	608 - 829 - 7530
Wyoming	1916 Evans Avenue Cheyenne, Wyoming 82001	307 - 772 - 2305

**NATIONAL HIGHWAY
TRAFFIC SAFETY ADMINISTRATION**

Regional Offices

REGION I

Volpe National Transportation Systems Center
55 Broadway—Kendall Square, Code 903
Cambridge, MA 02142
Tel: 617-494-3427
Fax: 617-494-3646
States - (CT, ME, MA, NH, RI, VT)

REGION II

222 Mamaroneck Avenue, Suite 204
White Plains, NY 10605
Tel: 914-682-6162
Fax: 914-682-6239
States - (NY, NJ, PR, VI)

REGION III

10 South Howard Street, Suite 6700
Baltimore, MD 21201
Tel: 410-962-0090
Fax: 410-962-2770
States - (DE, DC, MD, PA, VA, WV)

REGION IV

Atlanta Federal Center
61 Forsyth Street, SW, Suite 17T30
Atlanta, GA 30303-3104
Tel: 404-562-3739
Fax: 404-562-3763
States - (AL, FL, GA, KY, MS, NC, SC, TN)

REGION V

19900 Governors Drive, Suite 201
Olympia Fields, IL 60461
Tel: 708-503-8822
Fax: 708-503-8991
States - (IL, IN, MI, MN, OH, WI)

REGION VI

819 Taylor Street, Room 8A38
Fort Worth, TX 76102-6177
Tel: 817-978-3653
Fax: 817-978-8339
States - (AR, LA, NM, OK, TX, American
Indian Nations)

REGION VII

901 Locust Street
Kansas City, MO 64106
Tel: 816-329-3900
Fax: 816-329-3910
States - (IA, KS, MO, NE)

REGION VIII

555 Zang Street, Room 430
Lakewood, CO 80228
Tel: 303-969-6917
Fax: 303-969-6294
States - (CO, MT, ND, SD, UT, WY)

REGION IX

201 Mission Street, Suite 2230
San Francisco, CA 94105
Tel: 415-744-3089
Fax: 415-744-2532
States - (AZ, CA, HI, NV, American Samoa, Guam,
Northern Mariana Islands)

REGION X

3140 Jackson Federal Building
915 Second Street
Seattle, WA 98174
Tel: 206-220-7640
Fax: 206-220-7651
States - (AK, ID, OR, WA)

State Highway Safety Offices

ALABAMA

Department of Economic & Community Affairs
PO Box 5690
401 Adams Avenue
Montgomery, AL 36103-5690
Tel: 334-242-5803
Fax: 334-242-0712

ALASKA

Highway Safety Office
3132 Channel Drive, Room 145
Juneau, AK 99801-7898
Tel: 907-465-4371
Fax: 907-465-6984

ARIZONA

Governor's Office of Community and Highway Safety
3030 North Central Avenue, Suite 1550
Phoenix, AZ 85012
Tel: 602-255-3216
Fax: 602-255-1265

ARKANSAS

Highway Safety Program
Highway & Transportation Department
11300 Baseline Road
Little Rock, AR 72203-2261
Tel: 501-569-2648
Fax: 501-569-2651

CALIFORNIA

7000 Franklin Boulevard, Suite 440
Sacramento, CA 95823
Tel: 916-262-2978
Fax: 916-262-2960

COLORADO

Department of Transportation
4201 East Arkansas Avenue
Denver, CO 80222
Tel: 303-757-9440
Fax: 303-757-9219

CONNECTICUT

2800 Berlin Turnpike
PO Box 317546
Newington, CT 06131-7546
Tel: 860-594-2370
Fax: 860-594-2374

DELAWARE

Office of Highway Safety
Public Safety Building
Box 13221
Route 113 and Bay Road
Dover, DE 19903-1321
Tel: 302-744-2745
Fax: 302-739-5995

DISTRICT OF COLUMBIA

Department of Public Works
2000 14th Street, NW, 7th Floor
Washington, DC 20009
Tel: 202-671-0492
Fax: 202-671-0617

FLORIDA

Department of Transportation
605 Suwannee Street, MS 53
Tallahassee, FL 32399-0450
Tel: 850-488-3546
Fax: 850-922-2935

GEORGIA

Governor's Office of Highway Safety
One Park Tower
34 Peachtree Street, Suite 1600
Atlanta, GA 30303
Tel: 404-656-6996
Fax: 404-651-9107

HAWAII

Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813
Tel: 808-587-2160
Fax: 808-587-2313

IDAHO

Department of Transportation
PO Box 7129
3311 West State Street
Boise, ID 83707-1129
Tel: 208-334-8101
Fax: 208-334-3858

ILLINOIS

Department of Transportation
PO Box 19245
3215 Executive Park Drive
Springfield, IL 62794-9245
Tel: 217-782-4974
Fax: 217-782-9159

INDIANA

Governor's Council on Impaired
and Dangerous Driving
One North Capitol, Suite 1000
Indianapolis, IN 46204-2038
Tel: 317-232-4220
Fax: 317-233-5150

IOWA

Governor's Traffic Safety Bureau
Department of Public Safety
629 East 2nd Street
Des Moines, IA 50319-0248
Tel: 515-281-3907
Fax: 515-281-6190

KANSAS

Bureau of Traffic Safety
Department of Transportation
Thacher Building, 3rd Floor
217 SE 4th Street
Topeka, KS 66603-3504
Tel: 785-296-3756
Fax: 785-296-3010

KENTUCKY

Governor's Highway Safety Program
Bush Building, Suite 103
403 Wapping Street
Frankfort, KY 40601-9980
Tel: 502-564-6700
Fax: 502-564-6779

LOUISIANA

Highway Safety Commission
Department of Public Safety
PO Box 66336
Baton Rouge, LA 70896
Tel: 225-925-6991
Fax: 225-922-0083

MAINE

Bureau of Highway Safety
Department of Public Safety
164 State House Station
Augusta, ME 04333-0164
Tel: 207-624-8756
Fax: 207-624-8768

MARYLAND

Office of Traffic and Safety
Maryland Highway Safety Office
7491 Connelley Drive
Hanover, MD 21076
Tel: 410-787-4017
Fax: 410-787-4082

MASSACHUSETTS

Governor's Highway Safety Bureau
10 Park Plaza, Suite 5220
Boston, MA 02116-3933
Tel: 617-973-8900
Fax: 617-973-8917

MICHIGAN

Office of Highway Safety Planning
PO Box 30633
4000 Collins Road
Lansing, MI 48909-8133
Tel: 517-336-6477
Fax: 517-333-5756

MINNESOTA

Office of Traffic Safety
Department of Public Safety
Town Square, Suite 150
444 Cedar Street
St. Paul, MN 55101-5150
Tel: 651-296-9507
Fax: 651-297-4844

MISSISSIPPI

Governor's Highway Safety Programs
Department of Public Safety
PO Box 23039
401 North West Street, 8th Floor
Jackson, MS 39225-3039
Tel: 601-359-7880
Fax: 601-359-7832

MISSOURI

Division of Highway Safety
PO Box 104808
1719 Southridge Drive
Jefferson City, MO 65110-4808
Tel: 573-751-4161
Fax: 573-634-5977

MONTANA

Department of Transportation
PO Box 201001
2701 Prospect Avenue, Room 109
Helena, MT 59620-1001
Tel: 406-444-3423
Fax: 406-444-7671

NEBRASKA

Office of Highway Safety
Department of Motor Vehicles
PO Box 94612
301 Centennial Mall South
Lincoln, NE 68509-4789
Tel: 402-471-2515
Fax: 402-471-3865

NEVADA

Office of Traffic Safety
Department of Motor Vehicles & Public Safety
555 Wright Way
Carson City, NV 89711-0099
Tel: 702-687-5720
Fax: 702-687-5328

NEW HAMPSHIRE

Highway Safety Agency
Pine Inn Plaza
117 Manchester Street
Concord, NH 03301
Tel: 603-271-2131
Fax: 603-271-3790

NEW JERSEY

Division of Highway Traffic Safety
225 East State Street, CN-048
Trenton, NJ 08625-0048
Tel: 609-633-9300
Fax: 609-633-9020

NEW MEXICO

Traffic Safety Bureau
State Highway & Transportation Department
604 West San Mateo
PO Box 1149
Santa Fe, NM 87504-1149
Tel: 505-827-0427
Fax: 505-827-0431

NEW YORK

Governor's Traffic Safety Committee
New York State Department of Motor Vehicles
6 Empire State Plaza, Room 414
Albany, NY 12228
Tel: 518-473-9007
Fax: 518-473-6946

NORTH CAROLINA

Governor's Highway Safety Program
215 East Lane Street
Raleigh, NC 27601
Tel: 919-733-3083
Fax: 919-733-0604

NORTH DAKOTA

Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700
Tel: 701-328-2581
Fax: 701-328-1420

OHIO

Office of the Governor's Highway Safety Representative
Department of Public Safety
PO Box 182081
1970 West Broad Street
Columbus, OH 43218-2081
Tel: 614-466-3250
Fax: 614-728-8330

OKLAHOMA

Highway Safety Office
3223 North Lincoln
Oklahoma City, OK 73105
Tel: 405-521-3314
Fax: 405-524-4906

OREGON

Transportation Safety Division
Oregon Department of Transportation
235 Union Street, NE
Salem, OR 97301-1054
Tel: 503-986-4190
Fax: 503-986-4189

PENNSYLVANIA

Bureau of Highway Safety & Traffic Engineering
400 North Street, 6th Floor
Harrisburg, PA 17120
Tel: 717-787-7350
Fax: 717-783-8012

RHODE ISLAND

Governor's Office of Highway Safety
345 Harris Avenue
Providence, RI 02909
Tel: 401-222-3024
Fax: 401-222-3942

SOUTH CAROLINA

Office of Highway Safety
Department of Public Safety
300-A Outlet Pointe Boulevard
Columbia, SC 29212-3540
Tel: 803-896-9973
Fax: 803-896-9951

SOUTH DAKOTA

Department of Highway Safety
118 West Capitol
Pierre, SD 57501
Tel: 605-773-4493
Fax: 605-773-6893

TENNESSEE

Governor's Highway Safety Program
500 Deaderick Street, Suite 1800
Nashville, TN 37243
Tel: 615-741-2589
Fax: 615-253-5523

TEXAS

Traffic Operations Division
Department of Transportation
125 East 11th Street
Austin, TX 78701-2483
Tel: 512-416-3167
Fax: 512-241-5558

UTAH

Office of Highway Safety
Department of Public Safety
5263 South 300 West, Suite 202
Salt Lake City, UT 84107
Tel: 801-293-2481
Fax: 801-293-2498

VERMONT

Highway Safety Agency
103 South Main Street
Waterbury, VT 05671-2101
Tel: 802-244-1317
Fax: 802-241-5558

VIRGINIA

Department of Motor Vehicles
PO Box 27412
2300 West Broad Street
Richmond, VA 23269-0001
Tel: 804-367-8140
Fax: 804-367-6631

WASHINGTON

Traffic Safety Commission
PO Box 40944
1000 South Cherry Street, MS/PD-11
Olympia, WA 98504-0944
Tel: 360-753-6197
Fax: 360-586-6489

WEST VIRGINIA

Department of Motor Vehicles
Capitol Complex, Building 3, Room 118
Charleston, WV 25301
Tel: 304-558-1515
Fax: 304-558-6083

WISCONSIN

Bureau of Transportation Safety
Department of Transportation
PO Box 7936
4802 Sheboygan Avenue, Room 933
Madison, WI 53707-7936
Tel: 608-266-3048
Fax: 608-267-0441

WYOMING

Highway Safety Program
PO Box 1708
5300 Bishop Boulevard
Cheyenne, WY 82003-1708
Tel: 307-777-4450
Fax: 307-777-4250

AMERICAN SAMOA

Department of Public Safety
PO Box 1086
Pago Pago, AS 96799
Tel: 011-684-633-1111
Fax: 011-684-633-7296

GUAM

Governor's Highway Safety Representative
542 North Marine Drive
Tamuning, GU 96911
Tel: 671-646-3140
Fax: 671-649-6178

INDIAN NATIONS

Indian Highway Safety Program
Bureau of Indian Affairs
Department of the Interior
505 Marquette, NW, Suite 1425
Albuquerque, NM 87102-2181
Tel: 505-248-5053
Fax: 505-248-5063

MARIANA ISLANDS

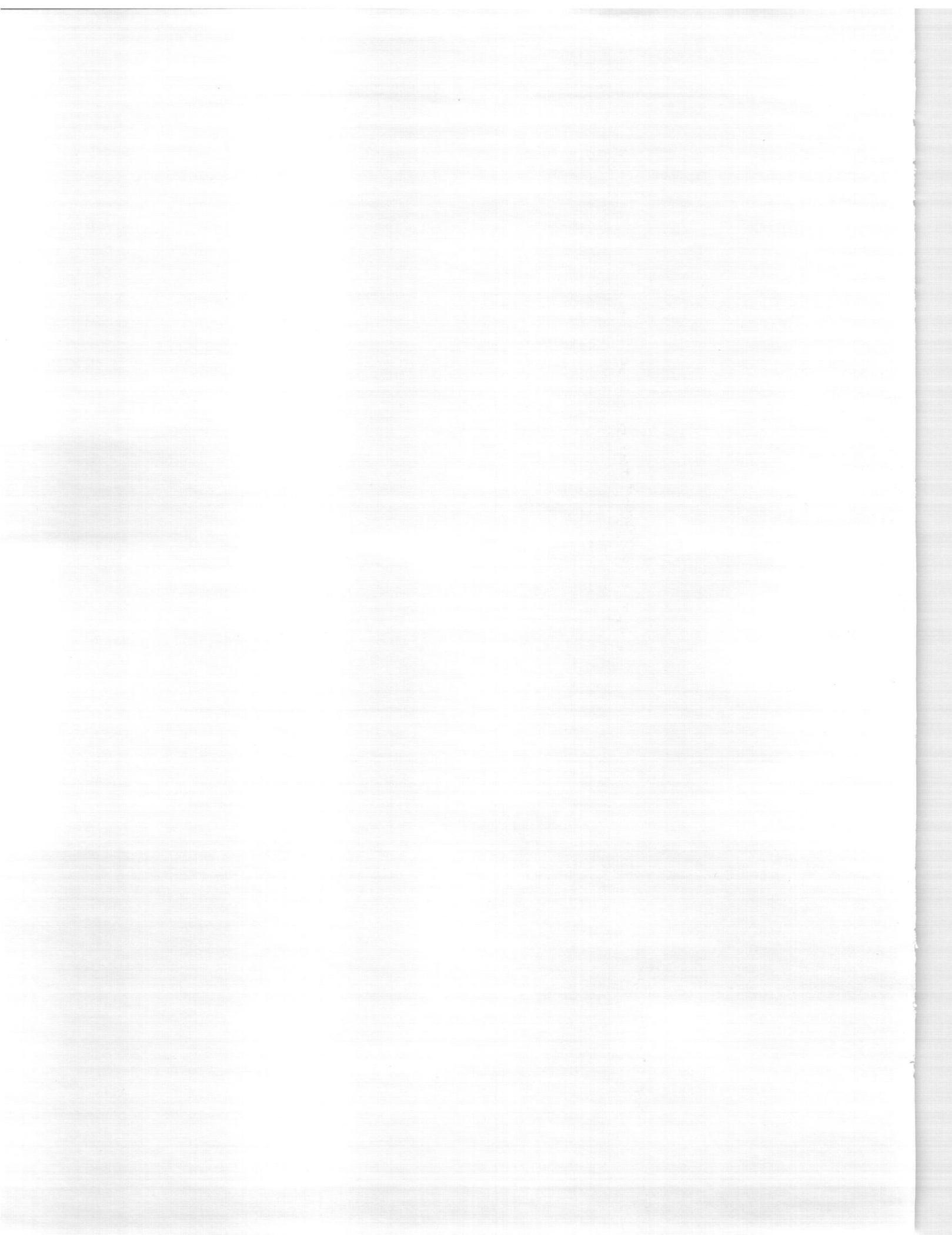
Governor's Highway Safety Representative
Department of Public Safety, CNMI
PO Box 791 C.K.
Saipan, MP 96950
Tel: 670-664-9000
Fax: 670-664-9019

PUERTO RICO

Traffic Safety Commission
Department of Public Works
Box 41289, Minillas Station
Santurce, PR 00940
Tel: 787-723-3590
Fax: 787-727-0486

VIRGIN ISLANDS

Office of Highway Safety
Lagoon Street Complex, Fredriksted
St. Croix, VI 00840
Tel: 340-776-5820
Fax: 340-772-2626



DOT HS 809 422
December 2001