

MVAC MINUTES FEB 13, 2008

The meeting was held Feb 13, 2008 at Community College of Denver. Art Hale started the meeting at 9:06a.m.

In attendance: Brian Flansburg – CU Boulder, John Coco – Telecom, Steve Wolff – CWCB DNR, Donna Thompson – Land Board, Michael Stadler – DOHE UNC, Bruce Burgess – DOHE AURARIA, Barb Garcia - DOHE METRO, Kathy Baum – DOC, Wendy Mckenzie – DOW, Barb Crawford – DOW, Kerry White – DPA, Fred Trujillo – DOL, Olen Teague – Telecom, Randy Mitchell – Telecom, Mark Allen – Telecom, Ronni Hunter – Gaming, Karen Griggs – CSP, Deann Valadez – Lottery, Virginia Roybal – DOR, Bill Rawlsky – DOR, Patti Torres – DOLE, Natalia Swalnick – Clean Cities, Kelley Waite – DOHS, Rick Martinez – DOC, On Conference Call: Nancy Martinez – DOHE PIKES PEAK CC, Melany Propp – PARKS, Ray Nelson – Telecom, Mike Fenniman – BOYD LAKE, Representing Fleet: Art Hale, Ron Clatterbuck, Sonny Otero, Bob Giovanni, Claudia Stevens.

Introductions were made around the room.

Commercial Vehicle Requirements, Colorado State Patrol, USDOT numbers, federal annual, pre and post trip inspection requirements for 10,001 GVWR vehicles. – Trooper Alan Rice from CSP.

Trooper Alan Rice came to present information on the Small Truck and Combination rules which are part of the Motor Carrier Safety Regulations. Small truck and combination vehicle (vehicles with a GVWR or GCWR, between 10,001 and 26,000 pounds) drivers are required to comply with the safety requirements contained in the Federal Motor Carrier Safety Regulations (FMCSR) as adopted by the State of Colorado, when operating vehicles that meet the definition of Commercial Motor Vehicle (CMV). A commercial motor vehicle is defined in Colorado as any self propelled or towed vehicle bearing an apportioned plate or having a manufacturer's gross vehicle weight rating (GVWR) or gross combination weight rating (GCWR) ten thousand one pounds or more, which vehicle is used in commerce on the public highways of this state. The State of Colorado requires motor carriers to be knowledgeable of the safety regulations for commercial motor vehicles. Any vehicle or combination of vehicles over 26,000 pounds also will require a driver to have a Commercial Drivers License (CDL).

The following are condensed versions of safety regulations.

Markings: Colorado requires that all CMV's must be marked on both sides with the company name. Interstate and intrastate carriers are required to display their DOT number. The Federal Motor Carrier Safety Assoc (FMCSA) issues DOT numbers to interstate carriers and the Colorado State Patrol issues DOT numbers to intrastate carriers. VIN numbers are only required to go through a port of entry and only vehicles with a GVRW of 16,000 pounds and higher are required to go through a port of entry.

Emergency Equipment: Colorado requires a CMV to have a fire extinguisher with at least a 5 B:C rating and either three bi-directional reflective triangles or six fuses.

Safety Chains on Trailers: Whenever one vehicle is towing another, in addition to the drawbar or other connection, safety chains or cables arranged so that it will be impossible for the vehicle being towed to break loose from the vehicle towing in the event the drawbar or other connection were to be broken, loosened, or damaged shall be used.

Retroflective Sheeting and Reflex Reflectors: Colorado requires retroflective sheeting and reflex reflectors on all trailers and semi trailers with a GVWR of 10,001 pounds or more.

Annual inspections: Every CMV must be inspected annually and proof of that inspection to be carried with the CMV. Also a copy of the annual inspection is required to be kept in the CMV's maintenance file.

I.D., Clearance Lights, and Reflectors: Colorado requires a CMV that is 80 inches or more in width, to have lights marking the extreme width and height of the vehicle. I.D. and clearance lights are required on the front and rear of the vehicle. Reflectors are required on each side, front and rear, of all CMV's regardless of the vehicle's width.

Load Securement: A load must be secured to prevent it from shifting or falling off of the vehicle.

The Commercial Motor Carrier Assoc (CMCA) offers training classes on commercial vehicles.

Included with the minutes of the meeting is the powerpoint presentation that Trooper Rice presented as well as the pamphlet which has many resources and their addresses and phone numbers.

Fuel Card – Claudia

Nothing new on the Wright Express cards. The stations must be improving on using the correct codes or they have gotten their software fixed because we seem to be getting less calls. However, if you're still having a problem you can call the customer service number for Wright Express or call us at Fleet and we will report the problem to Wright Express.

Overdue PM's, Oil Sample Analysis, Vehicle Maintenance, Warranty, TBA – Sonny

Sonny has not gotten the overdue pm report yet for the month. He still is receiving occasional severe oil samples. They are usually on the new vehicles. The engineers from the manufacturers haven't been able to give us an answer regarding the samples but we suspect it is all part of the break-in process. In the last three years the price of tires have

risen 50% each year. Some of that is because of the oversize vehicles which have higher priced tires. Also some of the new vehicles have come with 17" tires which are not as common therefore they are more expensive.

Round Table to review implementation plans to reduce Fuel Consumption and Vehicle Miles Traveled – MVAC Group

Everyone gave a status report of what is being done in their department to help with reducing fuel and/or miles. Some of the results are:

Many of the departments have ordered flex fuel vehicles for their new vehicles. Some have changed from big pickups to vans or smaller vehicles. Focus groups have been set up with Rick Malinowski. Going hybrid or downsizing to compacts. Adding more teleconferencing and videoconferencing. DOC has setting up an E85 station at Canon City. They are also downsizing pickups to Jeeps, reviewing commuters, considering vanpools, and considering golf cart type vehicles for around the prison. Other departments are adding more diesels and checking driver logs more closely to justify trips. Rearrange vehicles and combine inspections for the Land Board. Looks like all the departments are stepping up to the challenge of reducing fuel and mileage.

Art has not received the efficiency audit yet but is hoping they will address the issue of mileage utilization vs reduced mileage.



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