



U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

SP-97-004-GE

Subject Issuing USDOT Numbers to
Intrastate Carriers

Date November 15, 1996
(stamped)

From Director Office of Motor Carrier
Information Analysis

Reply to
Attn of HIA-10

To Regional Directors, Office of Motor Carrier
THRU: Clinton O. Magby, II (signed)
Field Operations (HFO-1)

One year ago we began a pilot which allowed the State of Connecticut to obtain USDOT numbers for their intrastate carriers by adding those carriers to the MCMIS Census file. This summer the State of Kentucky joined the pilot. This project has allowed both States to have all of their carriers identified with a number from a single numbering scheme rather than having to maintain a scheme for their intrastate carriers.

We would now like to offer other States the opportunity to begin issuing USDOT numbers to their intrastate carriers. We have attached a listing of the basic requirements which any other interested States would need to meet to begin the project. It may require legislative changes in some States. There are no "special" funds available for States for this effort.

This project involves only the registration of intrastate carriers in MCMIS. Some States may also wish to have their intrastate inspections, accidents and CRs processed in MCMIS. As this is more complex and would have major MCMIS cost impacts, it will be the subject of a separate memorandum

Please notify Pat Savage at (202) 366-0077 if a State is interested in participating. She can provide more details, examples of the letters mentioned in the attachment and further information on what a State needs to do to make the connection to the Transportation Computer Center (TCC) to access MCMIS.

John F. Grimm

Attachment

cc: State Directors
Field MIS Coordinators
Regional Computer Specialists
State Program Managers

Requirements for Issuing USDOT Numbers to Intrastate Carriers

1) The State must adopt (and enforce) the marking requirement for its intrastate carriers and provide convincing evidence in writing that it has/will do so. The State will require the intrastate carriers to mark the vehicles with "USDOT", the number and the State suffix, e.g., **USDOT 123456 CT**. This marking was developed with the CVSA Information Systems Committee and the CVSA Vehicle Committee for National uniformity. Implementing this may require State legislation.

2) The State will implement on-line communications from a single State office to the TCC (Transportation Computer Center, USDOT, Washington D.C.) computer. This will require use of AAMVAnet lines and, for the volume of input time we are considering here, the State MCSAP agency should contact the State agency that has the direct connection to AAMVAnet and arrange to communicate via this link and not by dial-up to AAMVAnet. (The State should understand that the arrangement of this communication, as with all initial data communications, will take time and patience on everyone's part.)

3) The State will do the initial solicitation and data entry of the full MCS-150 form information and will perform subsequent maintenance of their intrastate carriers data in MCMIS. The State will probably have to send some data entry staff to DC for training in how to search and add carriers. We will not do on-site training.

4) The State will send a USDOT number notification letter to each intrastate carrier.

5) The State will use the MICRO CENSUS database of the SAFETYNET software to verify information in its intrastate carrier database. (Intrastate carrier information will be downloaded from MCMIS to the State along with the interstate carrier info.)

Interested States should prepare a letter to their OMC Regional office restating the terms above to assure that their management understands and agrees to this.