

**Summary of Proposed Changes**  
**Port of Entry Rules for**  
**Commercial Motor Carrier Size, Weight and Clearance**  
**8 CCR 1507-28**

**Purpose:**

This document is developed as a companion to assist with the reading and understanding of the proposed changes to 8 CCR 1507-28, the Port of Entry Rules for Commercial Motor Carrier Size, Weight and Clearance. The redlined rules will be filed with the Colorado Secretary of State and the Colorado Department of Regulatory Agencies by December 15, 2025, and each proposed change is discussed in order. Section numbers identify changes and include a brief description. As necessary and appropriate, an explanation for the change is also provided.

**Accessibility Editing Note:**

The redlined rules include formatting updates, corrections, and minor edits that do not alter the content or meaning of the rules. However, they are proposed to meet the state accessibility standards under Section 24-34-802, CRS. These changes specifically include converting capitalized text to mixed-case or lowercase, removing underlining, increasing font size, replacing symbols with words, enabling hyperlink text, and adjusting paragraph structure to support electronic bookmarking for readers.

The CSP Investigative Services Section is dedicated to supporting effective communication and providing access to these rules for all members of the public. If you have difficulty or cannot use this document, please visit <https://publicsafety.colorado.gov/accessibility-interpretation-and-transpation-support> or contact the CSP Port of Entry Section at (303)-273-1870 for assistance.

**Disclaimer:**

This draft will be filed with the Colorado Department of State and submitted to the Department of Regulatory Agencies in accordance with Sections 24-4-103 (2.5) and (3)(a), CRS, of the Administrative Procedures Act, no later than December 15, 2025. This preliminary draft may be revised before the public rulemaking hearing on Thursday, January 29, 2026. If any changes are made, a revised version of the rules and any supporting documents (such as this companion document) will be available to the public and posted online on the Colorado Department of Public Safety Rulemaking Information website at <https://publicsafety.colorado.gov/cdps-rules-colorado-code-of-regulations>. Any updates or revisions will be provided as required by Sections 24-4-103 (4)(a), CRS, and posted to the Colorado Department of Public Safety rulemaking information website no later than Friday, January 23, 2026.

## Description of Changes Proposed, in Order of Appearance:

### Page 4, POE 2.16 and its subsections, updated to be consistent with the FMCSA definition.

The definition of 2.16 for High-Risk Motor Carrier are revised to match the Federal Motor Carrier Safety Administration's current definition. POE 2.16 and its subsections are updated to read "A **High-Risk Motor Carrier is a motor** carrier **who**:

2.16.1. **Is a passenger carrier having** a ranking at or above the 90<sup>th</sup> percentile **for one month in two or more of the following Behavior Analysis Safety Improvement Categories, Unsafe Driving, Crash Indicator, Hours of Service (HOS) Compliance, or Vehicle Maintenance,** collectively referred to as "BASICS," **and have not** received **an onsite investigation in the previous 12 months; or**

2.16.2. **Is a non-passenger** property carrier **having a ranking at or above** the **90<sup>th</sup> percentile** for **two consecutive months and have not received an onsite investigation in the previous 18 months."**

Instead of

"A non-passenger carrier that:

2.16.1. Has a ranking at or above the 90<sup>th</sup> percentile in the unsafe driving, hours of service (HOS) compliance, vehicle maintenance, or crash indicator Behavior Analysis Safety Improvement Categories (collectively referred to as "BASICS"), for two or more consecutive months as reported by information received by the FMCSA; and

2.16.2. Has not received an on-site investigation in the previous 18 months for property-carrying motor carriers or in the previous 12 months for passenger-carrying motor carriers.

### Page 7, POE 4.1.4.1, revised for better readability.

POE 4.1.4.1 is updated to improve readability so that it reads "Securing a valid clearance from a CSP officer or POE weigh station before operating or causing the operation of **a** vehicle or combination of vehicles on the public highways of this state" instead of "Securing a valid clearance from a CSP officer or POE weigh station before operating or causing the operation of the vehicle or combination of vehicles on the public highways of this state."

### Page 14, POE 5.3.7, updated to spell out the number.

Traditional formatting rules indicate that numbers nine and lower should be spelled out. POE 5.3.7 is updated to reflect this formatting change, replacing the numeral "7" with "seven" to read "The CSP POE Section will respond to all complete SRP applications with a decision to either issue or deny an SRP within **seven** calendar days of receipt.

**Page 15, POE 5.4.10.2, updated to replace the numeral.**

Traditional formatting rules indicate that numbers nine and lower should be spelled out. POE 5.4.10.2 has been updated to reflect this formatting change, replacing the numeral “7” with “seven” so it reads: “The CSP POE Section will have **seven** calendar days to respond to the resubmitted SRP application.”

**Page 18, POE 6.2, website update.**

The website address in the last sentence of POE 6.2 has been corrected to read “<https://publicsafety.colorado.gov/cdps-rules-colorado-code-of-regulations>.”

**Page 18, POE 6.2.1.1, updated access date.**

POE 6.2.1.1 now indicates that the most recent access date for the Federal Motor Carrier Safety Administration High-Risk Carriers Investigations Report, Status of High-Risk Carrier Investigations, is **September 11, 2025**.