

**Summary of Proposed Changes**  
**Rules and Regulations Concerning Minimum Standards**  
**for the Operation of Commercial Vehicles**  
**8 CCR 1507-1**

**Purpose:**

This document is developed as a companion to assist with the reading and understanding of the proposed changes to 8 CCR 1507-1, the Rules and Regulations Concerning Minimum Standards for the Operation of Commercial Vehicles. Each of the changes proposed in the redlined rules will be filed with the Colorado Secretary of State and the Colorado Department of Regulatory Agencies by December 15, 2025, and is discussed in the order in which they appear. Changes are identified by section numbers and include brief descriptions of the proposed changes. 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 affect the content or meaning of the rules. Still, they are proposed to satisfy the state accessibility standards under Section 24-34-802, CRS. These adjustments specifically include changing capitalized text to mixed case or lower-case text, removing underlining, increasing font size, using words instead of symbols, enabling hyperlink text, and modifying paragraph structure to support electronic bookmarking for readers.

The CSP Motor Carrier Safety 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 Motor Carrier Safety Section at (303)-273-1875 for further 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 6: MCS 3.2.3- Clarification of Definition:**

The definition of GCWR is expanded upon to clarify its alignment with state law and federal regulations. Previously, 8 CCR 1507-1 only defined the abbreviation, stating that GCWR is equivalent to Gross Combined Weight Rating. However, this does not explain what GCWR is. To improve understanding and confirm that the definition aligns with state law and federal regulations governing interstate and intrastate commercial vehicle operation, additional language is proposed. Updated, MCS 3.2.3 reads “GCWR: Gross Combined Weight Rating, **is the sum of the gross vehicle weight ratings of a power unit and its towed unit(s). The GCWR is used to define a commercial vehicle only when the power unit is towing another vehicle or vehicles.**”

### **Page 6: MCS 3.2.4- Clarification of Definition:**

The definition of GVWR is expanded to clarify its consistency with state law and federal regulations. Previously, 8 CCR 1507-1 only defined the abbreviation, indicating that GVWR is equivalent to Gross Vehicle Weight Rating. However, this does not explain what GVWR is. To improve understanding and confirm that the definition aligns with state law and federal regulations governing the operation of interstate and intrastate commercial vehicles, additional language is proposed. Updated, 3.2.4 reads “GVWR: Gross Vehicle Weight Rating, **is the value specified by the manufacturer as the maximum loaded weight of a single or combination (articulated) vehicles, or registered gross weight, whichever is greater. GVWR, not GCWR, will be used to define a commercial motor vehicle when a power unit is not towing another vehicle.**”

### **Page 7: MCS 4.1.1- Publication date:**

The CVSA Operations Manual is updated annually each April. The latest version of this manual will be published on April 1, 2026, and will take effect at the same time. A draft of this document is available online from the CVSA. To ensure that these rules reference the correct version of the CVSA Operations Manual, the publication year must be updated from 2025 to 2026. As revised, the end of MCS 4.1.1. is amended to read “...effective April 1, **2026**,” instead of “...effective April 1, 2025.”

### **Page 7: MCS 4.2.- CFR section reference update:**

49 CFR 385 is cited throughout 8 CCR 1507-1; however, although it appears in other parts of 8 CCR 1507-1, 49 CFR 385 has been inadvertently omitted from the list of CFR sections previously identified in 4.2. Since 49 CFR 385 is discussed elsewhere in 8 CCR 1507-1, the CSP believes it is inappropriate not to include it as adopted in this list. Updated, the list of CFR sections reads

“...as are outlined in 49 CFR, Subchapter B, Parts 383, **385 Subparts C and D**, 387, 390, 391, 392,393,395,396,397, and 399...”

The Federal Motor Carrier Safety Regulations (FMCSRs), which are part of the Code of Federal Regulations (CFRs), are updated annually each October. The FMCSRs in effect as of October 1, 2025, are the rules referenced within this version of the rules. Therefore, the publication year for the CFRs appearing in these rules is updated from 2024 to 2025. The end of the sentence for MCS 4.2 is updated to read “...as revised October 1, **2025**” instead of “as revised October 1, 2024.”

**Page 7-8: MCS 4.3- Publication date update:**

The publication dates for the CFRs cited by these rules must be updated to the most current version. The end of the sentence for MCS 4.3 is revised to read “as revised October 1, **2025**” instead of “October 1, 2024.”

**Page 8, MCS 5.1- Publication date update:**

The CVSA bylaws are included in the CVSA Operations Manual, which is updated annually every April. The version of the bylaws referenced by these rules must be the most current version in publication at the time the rules become effective. The end of MCS 5.1 is updated to read “...as they are revised and effective April 1, **2026**” instead of “...as they are revised and effective April 1, 2025.”

**Page 8, MCS 5.2-First sentence updated for clarity and readability.**

The first sentence of MCS 5.2 now states “Authorized Enforcement Officials will, upon completion of each inspection, prepare a report **that** at a minimum, identifies the inspector, the inspector’s agency, the name and address of the motor carrier the date and time of the inspection, the location of the inspection, the vehicle, and the driver, any defects or violations found, and the disposition of the vehicle.”

**Page 8, MCS 6- List of CFR Sections:**

49 CFR 385 is referenced throughout 8 CCR 1507-1; however, despite its inclusion in other parts of 8 CCR 1507-1, 49 CFR 385 has been unintentionally omitted from the list of CFR sections previously identified in 4.2. Since 49 CFR 385 is discussed elsewhere in 8 CCR 1507-1, the CSP believes it is inappropriate not to include it as it has been adopted in this list. **49 CFR 385 Subparts C and D, Safety Fitness Procedures**, are inserted after 49 CFR 382, Controlled Substances and Alcohol Use and Testing.

**Page 9, MCS 6- Update the Publication date and adjust to plural tense.**

Following the list of CFRs, the first sentence of paragraph 6 ends with a reference to the CFR publication date. This publication date must be updated to the most current publication date

for 2025. The FMCSRs are also updated to be referenced in the plural rather than the singular tense. The sentence is revised to read “of the FMCSRs as the same were effective October 1, 2025,” instead of “of the FMCSR as the same were effective October 1, 2024...”

**Page 9, MCS 6.4- Update to reference Article 10.1, Title 40, CRS.**

The inapplicability of insurance provisions adopted under 8 CCR 1507-1 to commercial vehicles regulated by the PUC is well-established; the CSP believes that the scope of inapplicability is more precisely clarified by identifying which vehicles are specifically statutorily regulated by the PUC rather than the current statement. Updated, the first sentence of MCS 6.4 reads “Under Section 42-4-235 (4)(a)(I), CRS, the financial responsibility and insurance provisions of these rules do not apply to commercial vehicles regulated by the PUC **under Article 10.1 of Title 40 of the CRS**” instead of “Under Section 42-4-235 (4)(a)(I), CRS, the financial responsibility and insurance provisions of these rules do not apply to commercial vehicles regulated by the PUC.”

**Page 10, MCS 6.6.1- Clarification of definitions and applicability.**

The applicability of the definitions of “Commercial Motor Vehicle” and “Motor Carrier” is clarified through statutory references and citations to those references within these rules. Additional language is proposed to update MCS 6.6.1, so it now states, “The definition of “Commercial Motor Vehicle” and “Motor Carrier” do not apply. **Commercial Motor Vehicle” and “Motor Carrier” will be as they are defined within Section 42-4-235 (1), subparts (a) and (b), CRS, and as they exist under parts 3.12 and 3.29 of these rules.**”

**Page 12, MCS 6.10- Clarification of the authority of non-federal personnel.**

MCS 6.10 has been revised with additional language to clarify the scope of authority held by non-federal personnel under these rules. Updated, MCS 6.10 reads: “All references to federal agencies and authorized personnel are to be construed to include the CSP, PUC, and other state or local enforcement agencies with a signed MOU with the CSP and their authorized personnel **while performing within the scope of their authority and pursuant to these rules.**”

**Page 13, MCS 8.2- Correcting guidance and improving readability.**

The first two sentences of MCS 8.2 need updating to fix the information about medical waiver applications. Additionally, the original sentences contain unnecessary phrasing that interferes with readability. The revised sentences now read: “Medical waiver requirements **and** submission information are available online at <https://csp.colorado.gov/medical-waivers>. Medical waiver applications may be requested in person, by fax, or **phone** from the MCSS office” instead of “Medical waiver requirements, submission information, and other relevant documents are available online at <https://csp.colorado.gov/medical-waivers>. Medical waiver applications may also be requested in person, by fax, or by US mail from the MCSS office.”

**Page 14, MCS 8.4.4- New language clarifying reason for denial of medical waiver.**

The new language specifies that failing to meet the physical requirements of a Skills Performance Evaluation (SPE) is grounds for denial of a medical waiver. This new wording replaces the previous language in MCS 8.4.4, which required medical waiver denials be communicated through written notice. This change maintains the way information about waiver denials is presented in the rules and moves the prior content into a new section, MCS 8.4.5 and its subsections. As revised, MCS 8.4.4. reads **“The applicant is unable to meet the physical requirements of the Skills Performance Evaluation.”**

**Page 14, MCS 8.4.5 and its subsections- Reassigned from former MCS 8.4.4., 8.4.4.1 and 8.4.4.2.**

With the introduction of the new MCS 8.4.4, the previous versions of 8.4.4, 8.4.4.1, and 8.4.4.2 were renumbered as **MCS 8.4.5, 8.4.5.1, and 8.4.5.2, respectively.** **MCS 8.4.5** and **MCS 8.4.5.1** are copied verbatim and read

**“MCS 8.4.5. Denial of a medical waiver application will be by written notice from the MCSS.**

**8.4.5.1. Medical waiver applications denied because of incomplete, insufficient, or ineligible information may be resubmitted at the convenience of an applicant upon correction, completion, or meeting the requirements of eligibility without prejudice.”**

**MCS 8.4.5.2** updates MCS 8.4.4.2 to improve grammar and readability. Updated, **MCS 8.4.5.2** reads **“Medical limb waiver applications denied for failing the Skills Performance Evaluation (SPE) will include a written explanation of the reason for failure and denial”** instead of “Medical limb waiver applications denied for a failure to pass the Skills Performance Evaluation (SPE) will include a written explanation of the reason for failure and denial.”

**Page 14, MCS 8.5, sentence revised for readability.**

MCS 8.5 now states: “Both new and renewal medical waiver applications have **the right to** appeal in the event of application denial” instead of “Both new and renewal medical waiver applicants have rights of appeal in the event of application denial.”

**Page 14, MCS 8.5.1, sentence revised for readability.**

The first part of the sentence now reads: “Where, after **reviewing** an application and consideration of relevant motor vehicle operation data available to the CSP at the time of application receipt...” instead of “Where, after review of an application and consideration of relevant motor vehicle operation data available to the CSP at the time of application receipt...”

**Page 14, MCS 8.5.2, sentence revised to enhance readability and clarity.**

The first sentence is partially updated to read: “...the CSP may deny to renew or re-issue a medical waiver if the CSP determines that **doing so** does not promote safety, protect human life, or preserve the highways of this state” instead of “...the CSP may deny to renew or re-issue a

medical waiver if the CSP determines that to re-issue a medical waiver to an individual does not promote safety, protect human life, or preserve the highways of this state.”

**Page 14-15, MCS 8.5.2, sentence revised for better readability and clarity.**

The third sentence now reads “The denial of an application for re-issue or renewal of a medical waiver to an individual based on relevant motor vehicle operation data available to the CSP at the time of **receiving** paperwork is entitled to the same appeal rights...” instead of “The denial of an application for re-issue or renewal of a medical waiver to an individual based on relevant motor vehicle operation data available to the CSP at the time of the receipt of paperwork is entitled to the same appeal rights...”

**Page 15, MCS 8.8, grammar correction.**

The grammar in the second sentence is corrected to include an apostrophe after the word “days.” Updated, the sentence reads in the correct possessive tense: “Notice of this hearing will be in writing and will give the waiver applicant at least 30 days’ notice of the time, date, place, and nature of the hearing.”

**Page 15, MCS 8.8.4, sentences updated to enhance readability and clarity.**

The second and third sentences of MCS 8.8.4 now reads: “Notice of the decision will be served in person or by certified mail **at** the last known address provided for the appealing party. Upon **the parties’** agreement, service may also occur by email” instead of “Notice of the decision will be served in person or by certified mail to the last known address provided for the appealing party. Upon agreement of the parties, service may also occur by email.”

**Page 16, MCS 9, sentence updated to improve readability.**

The first sentence of MCS 9 has been revised for better readability. The first sentence now states, “Section 42-4-235 (2)(c), CRS, gives the CSP exclusive authority to conduct Compliance Reviews” instead of “Section 42-4-235 (2)(c), CRS, gives the CSP the exclusive authority to conduct Compliance Reviews.”

**Page 16, MCS 9.2.1, grammar correction.**

The grammar in the second sentence of MCS 9.2.1 is corrected, by replacing “their” with “its” so that the second sentence reads “A motor carrier may determine **its** degree of compliance with the Safety Fitness Standard by reviewing 49 CFR 385.5” instead of “A motor carrier may determine their degree of compliance with the Safety Fitness Standard by reviewing 49 CFR 385.5.”

**Page 16, MCS 9.2.2, clarification of applicable time period.**

The word “calendar” is added to the sentence to clarify the time period applicable to the assignment of a final Safety Fitness Rating. Updated, the sentence reads in part “On the 61<sup>st</sup> **calendar** day after the assignment of a proposed safety Fitness Rating...”

**Page 17, MCS 9.3.1, clarification of applicable time period and grammar correction.**

The word “calendar” is added to clarify the time period applicable to the assignment of a proposed Safety Fitness Rating. An apostrophe is also added after the word “days” to correct the possessive form. Updated, the sentence reads: “The request must be in writing and addressed to the Chief within 30 **calendar** days’ of the assignment of the proposed Safety Fitness Rating.”

**Page 17, MCS 9.3.3, corrected verb tense, spelling, and grammar.**

The word “request” is corrected to “requested” in the second sentence of MCS 9.3.3. Updated, the second sentence now reads “If the motor carrier does not provide the information requested or attend the conference, the Chief may dismiss the request.”

**Page 17, MCS 9.3.4, clarification of applicable time period.**

The word “calendar” is added to the sentence to clarify the time period within which the Chief is to serve a written decision. Updated, MCS 9.3.4 reads, “The Chief will serve the decision in writing within 30 **calendar** days of receiving the request.”

**Page 17, MCS 9.4, clarification of applicable time period.**

The word “calendar” is added to the second sentence to clarify when a request to change a Safety Fitness Rating based on corrective actions can be made or acted upon. Updated, the second sentence now reads “A request to change a Safety Fitness Rating based on corrective action(s) cannot be made by a motor carrier and will not be acted upon by the CSP sooner than 90 **calendar** days after the assignment of a Proposed Safety Fitness Rating.”

**Page 18, MCS 9.5, grammar correction.**

The grammar is corrected in MCS 9.5 by replacing “their” with “its.” Updated, the sentence reads “A motor carrier may request a change in **its** Safety Fitness Rating by requesting a subsequent Compliance Review, as follows:”.

**Page 18, MCS 9.5.2, updated to correct grammar, improve clarity, and specify the applicable timeline.**

MCS 9.5.2 now states, “The motor carrier **cannot make the request** and **the request** will not be acted upon by the CSP sooner than 90 **calendar** days’ after the assignment of a proposed Safety Fitness Rating” instead of “The request cannot be made by the motor carrier and will not be acted upon by the CSP sooner than 90 days after the assignment of a proposed Safety Fitness Rating.”

**Pages 18-19, MCS 9.6, updated for clarity and readability.**

The first sentence of MCS 9.6 now reads “Requesting a review of a Safety Fitness Rating under Part 9.3 of these rules **does** not prevent a motor carrier from requesting a review of the same Safety Fitness Rating under Parts 9.4 or 9.5” instead of “Requesting a review of a Safety Fitness

Rating under Part 9.3 of these rules will not prevent a motor carrier from requesting a review of the same Safety Fitness Rating under Parts 9.4 or 9.5 of these rules.”

**Page 19, MCS 9.6, updated for better clarity and readability.**

The second sentence of MCS 9.6 is also revised to enhance clarity and readability, by replacing the word "preempt" with "preclude" and removing excess language from the sentence. Updated, the second sentence of MCS 9.6 reads "Conversely, a request to review initially under Part 9.4 will not **preclude** subsequent requests under Parts 9.3 or 9.5, nor will an initial request to review under Part 9.5 prohibit subsequent requests under Parts 9.3 or 9.4" instead of "Conversely, a request to review initially under Part 9.4 will not preempt subsequent requests under Parts 9.3 or 9.5, nor will an initial request to review under Part 9.5 prohibit subsequent requests to review under Parts 9.3 or 9.4.

**Page 19, MCS 9.7, updated to specify the relevant time period.**

MCS 9.7 now clarifies that a Safety Fitness Rating becomes final on the 91<sup>st</sup> calendar day after its assignment. MCS 9.7 is updated in part to read "...a Safety Fitness Rating becomes final on the 91<sup>st</sup> **calendar** day following its assignment.”

**Page 19, MCS 10, updated for clarity and readability.**

The first sentence of MCS 10 has been revised to enhance clarity and readability. The first sentence now reads: "Under Section 42-4-235 (2)(c), CRS, the CSP has exclusive authority to conduct Compliance Reviews as defined in 49 CFR 385.3 and to impose sanctions on motor carriers in the form of Civil Penalties for violations discovered" instead of "Under Section 42-4-235 (2)(c), CRS, the CSP has the exclusive enforcement authority to conduct Compliance Reviews as defined in 49 CFR 385.3 and to impose sanctions on motor carriers in the form of Civil Penalties for violations discovered as a result thereof.”

**Page 19, MCS 10, updated to enhance clarity and readability.**

The third sentence of MCS 10 has been revised to improve clarity and readability. Updated, the third sentence reads "Section 42-4-235 (2)(a), CRS, **also** authorizes assessment of Civil Penalties against intrastate motor carriers determined to be operating in violation of these rules" instead of "Section 42-4-235 (2)(a), CRS, authorizes the assessment of Civil Penalties against intrastate motor carriers determined to be operating in violation of these rules.”

**Page 19, MCS 10.1.2, updated to improve clarity and readability.**

The word "that" is removed from the end of the sentence for 10.1.2. Updated, MCS 10.1.2 reads "As codified into law through Section 42-4-235 (2)(b)(I), CRS, 49 CFR 386 Subpart G applies to the determination of Civil Penalties assessed against intrastate motor carriers, thus”.

**Page 20, MCS 10.3, updated to clarify the applicable time period and to correct grammar.**

The word "calendar" is added to MCS 10.3 to specify the relevant time period for service of the



NOC upon the motor carrier. Also corrected is the possessive form of “days” by adding an apostrophe at the end. Updated, MCS 10.3 reads “A motor carrier must respond to the MCSS within 30 **calendar** days’ of service of the NOC on the carrier by either:”.

**Page 20, MCS 10.4, revised to enhance clarity and readability.**

The first sentence of MCS 10.4 has been updated to replace “a motor” with the word “the.” Now, the first sentence of MCS 10.4 reads “If a motor carrier believes the CSP committed an error in determining or assessing a Civil Penalty, **the** carrier may request an administrative review.”

**Page 20, MCS 10.4.1, updated to clarify the relevant time period.**

The word “calendar” is added to MCS 10.4.1 to specify the time period during which a carrier may request an administrative review of a Civil Penalty Assessment. Updated, MCS 10.4.1 reads “A request for an administrative review of a Civil Penalty Assessment must be in writing and addressed to the Chief within 30 **calendar** days of the service of the NOC.”

**Page 21, MCS 10.4.3, updated for better readability and clarity.**

The first sentence of MCS 10.4.3 now states, “**Within 10 calendar days’ of receipt, the** Chief or his or her designee may request additional information and/or request the motor carrier to attend an administrative review conference to discuss the penalty” instead of “The Chief or his or her designee may request additional information and/or request the motor carrier to attend an administrative review conference to discuss the penalty.”

**Page 21, MCS 10.4.3, revised to clarify the relevant time frame.**

The second sentence of MCS 10.4.3 is updated with the word “calendar” to specify the time period in which a carrier must respond to a request for additional information and the advance notice that must be provided to a carrier about a scheduled conference. Updated, the second sentence reads “A motor carrier must respond within 30 **calendar** days of any request for additional information and will receive at least 30 **calendar** days’ notice of any scheduled administrative review conference.”

**Page 21, MCS 10.4.4, updated to clarify the applicable time period.**

The word “calendar” is added to specify the time frame within which the Chief must deliver a written decision. Also updated is the number of days the Chief has to deliver a written decision, reducing the time allotted from 30 to 20 calendar days. Updated, the first sentence of MCS 10.4.4 reads “The Chief or his or her designee will serve the motor carrier with a written decision within **20 calendar** days’ after the Chief or his or her designee has determined the administrative record is complete.”

**Page 21, MCS 10.4.4.1, updated to correct grammar.**

MCS 10.4.4.1 now replaces “its” with “their” in the second half of the sentence. Updated, the

second half of MCS 10.4.4.1 reads “...will be construed to mean the motor carrier has submitted **its** complete response” instead of “...will be construed to mean the motor carrier has submitted their complete response.”

**Page 21, MCS 10.4.5, updated for clarity and specificity.**

The first sentence of MCS 10.4.5 has been revised to specify the relevant time period and clarify that the written decision being appealed results from an administrative review. The first sentence of MCS 10.4.5 now reads “Within 30 **calendar** days’ after service of the written decision of the Chief or his or her designee, a motor carrier may appeal a **decision arising out of an administrative review of a** Civil Penalty Assessment.

**Page 22, addition of new sections, MCS 10.4.6.1 and 10.4.6.2.**

New sections MCS 10.4.6.1 and 10.4.6.2 are proposed to specify the timeline and responsibilities of the CSP and the Chief regarding the receipt of an appeal and the scheduling of an administrative appeal hearing, and secondly, to specify the notice to be given to the carrier when scheduling the administrative appeal hearing. As proposed, these sections read as follows:

**10.4.6.1. Within 10 calendar days of receipt of a request to appeal a decision arising out of an administrative review of a Civil Penalty, the Chief or his or her designee will schedule an administrative appeal hearing.**

**10.4.6.2. The motor carrier will receive at least 30 calendar days’ notice of any scheduled administrative appeal hearing. Notice will be in person, by certified mail, or, upon the parties’ agreement, by email.**

**Page 22, MCS 10.4.7 updated to correct grammar and specify the relevant time period.**

The first sentence of 10.4.7 is revised to include “calendar” and to make “days” possessive by adding an apostrophe to “days.” Also, the time to serve a written decision has been reduced from 30 to 20 calendar days. Updated, the first sentence reads, “The Chief or the Administrative Law Judge will serve the parties with a written decision within **20 calendar days’** after the Chief or the Administrative Law Judge has determined that the administrative hearing is complete.”

**Page 22, MCS 10.4.8, updated to specify the relevant time frame.**

MCS 10.4.8 has been revised to include the word “calendar” regarding the timeline for filing an action in district court following a final agency decision. Updated, MCS 10.4.8 reads “The motor carrier has 35 **calendar** days from the date of a final agency decision to file an action in an appropriate district court under Section 24-4-106 (4), CRS.”

**Page 23, MCS 10.5.1, updated for readability and to specify the relevant time period.**

MCS 10.5.1 now includes the word “calendar” as it relates to the time period applicable to the

motor carrier's failure to cooperate or pay with a Compliance Review request or Civil Penalty Assessment, and it has been revised to enhance its readability. The latter half of MCS 10.5.1 now reads "...or who fails to pay a Civil Penalty Assessment in full 30 **calendar** days **after** notice of failure of a specified motor carrier to cooperate or pay" instead of "...or who fails to pay a Civil Penalty Assessment in full 30 days subsequent notice of failure of a specified motor carrier to cooperate or pay."

**Page 23, MCS 12, website information update.**

The website address for the CDPS Rulemaking Information website needs to be updated to reflect the current URL. The website address at the end of MCS 12 now reads "<https://publicsafety.colorado.gov/cdps-rules-colorado-code-of-regulations>."

**Page 23, MCS 12.1, updated for readability and clarity.**

The words "each is" are removed from the second sentence of MCS 12.1 to improve readability and clarity. As updated, the second sentence of MCS 12.1 reads "The following publications, standards, guidelines, and rules are adopted as amended by and within these rules and as is consistent with Section 24-4-103 (12.5), CRS" instead of "The following publications, standards, guidelines, and rules are adopted as each is amended by and within these rules and as is consistent with Section 24-4-103 (12.5), CRS."

**Page 23, MCS 12.1.1, Publication date update.**

The year and date of publication for the CVSA North American Standard Out-of-Service Criteria must be updated to reflect the most current publication. 2025 must be updated to **2026**, and April 1, 2025, must be updated to **April 1, 2026**. Updated, MCS 12.1.1 reads "Commercial Vehicle Safety Alliance (**2026**), North American Standard Out-of-Service Criteria (OOSC). April 1, **2026**. Greenbelt, MD: Author."

**Page 23, MCS 12.1.2, Publication date and readability updates.**

The year and date of publication for the FMCSRs must be updated to reflect the most current version referenced by these rules. MCS 12.1.2 is also updated for readability. Updated, MCS 12.1.2 now states "Federal Motor Carrier Safety Regulations, 49 CFR 40, 380, 382, 383, 385, 387, 390, 391-397, 399, and Appendix A (October 1, **2025**). This information is also available online at <https://www.fmcsa.dot.gov/regulations>" instead of "Federal Motor Carrier Safety Regulations, 49 CFR 40, 380, 382, 383, 385, 387, 390, 391-397, 399, and Appendix A (October 1, 2024). This information is also available online through the FMCSA website, <https://www.fmcsa.dot.gov/regulations>."

**Page 24, MCS 12.1.3, updated for readability and clarity.**

MCS 12.1.3 is revised to enhance its readability and clarity. The second sentence of MCS 12.1.3 now reads "Appendices A and B to Subpart G of 49 CFR 386 may be found online **at**

<https://www.fmcsa.dot.gov/regulations>” instead of “Appendices A and B to Subpart G of 49 CFR 386 may be found online through the FMCSA website, <https://www..fmcsa.dot.gov/regulations>.”

**Page 24, MCS 12.2 updated for readability.**

Updated, MCS 12.2 now reads “The CSP will maintain complete texts of each of the publications, standards, and guidelines referenced herein, **as well as** these rules” instead of “The CSP will maintain complete texts of each of the publications, standards, and guidelines referenced herein, and these rules.”

**Page 24, MCS 12.3 updated to correct grammar.**

The third sentence of MCS 12.3 is revised for better grammar. Updated, the third sentence of MCS 12.3 now reads “Copies of referenced publications, standards, and guidelines may also be available from the**ir** organizations or agencies of origin” instead of “Copies of referenced publications, standards, and guidelines may also be available from the organizations or agencies of their origin.”

**Page 24, MCS 14, Effective date update.**

The effective date of these rules must be changed from April 1, 2025, to April 1, **2026**. Updated, MCS 14 now states, “The effective date of these rules is April 1, **2026**.”