



THE WASHINGTON STATE PATROL'S

CVEO *history*

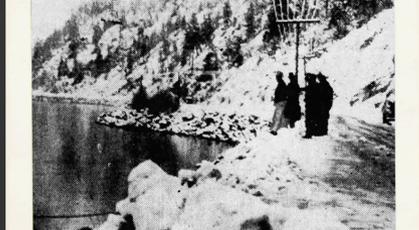
The Washington State Patrol (WSP) has a rich history dating back to its inception in 1921. The young agency began to grow and expand services based on the needs of the community, which included the need for a new type of personnel who would through the years become today's Commercial Vehicle Enforcement Officers (CVEOs). This is their story.

1937



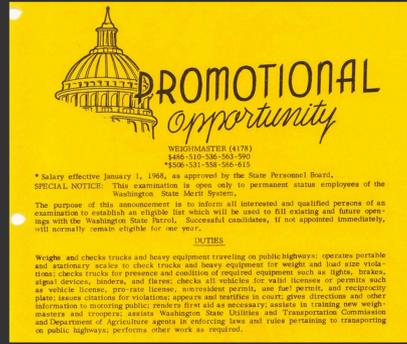
DIVISION CREATED - After the creation of the new Highway Code in 1937, the **Motor Vehicle Inspection and Weight Divisions** were housed under the Department of Highways.

1945



SAFETY CHANGES - A Lake Chelan School District bus tragically crashed and rolled into the lake on Nov. 26, 1945. While a woman and five children managed to escape, the driver and 15 students drowned in the icy waters. WSP released official results of the investigation the next month, with Chief Herbert W. Algeo vowing to intensify the WSP's semi-annual school bus inspections.

1969



NEW TITLE - Weigh masters promoted to Weigh Master 1 positions in July 1969, and later that year the positions were retitled to **Weight Control Officer 1**.

1975



CODE WRITTEN - Routine school bus inspections became codified in the Washington Administrative Code on Dec. 22, 1975.

1996



UNIFORM CHANGE - The uniform changed from French blue with a visor-style cap to a **black and grey uniform** with a Stetson due to concerns of CVOs wearing the same uniform as a trooper while being unarmed. The position of Commercial Vehicle Enforcement Officer (CVEO) was created, with CVEOs having the option to be armed.



SPECIALTY POSITIONS - The WSP took over the **Compliance Review (CR) Program** from the Washington Utilities and Transportation Commission (UTC) in January 1996. A CR is an on-site examination of motor carrier operations, such as drivers' hours of service, maintenance and inspection, driver qualification, commercial drivers license requirements, financial responsibility, collisions, hazardous materials, and other safety and transportation records to determine whether a motor carrier meets the safety standards.

2006

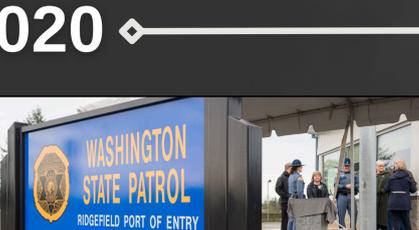


ONE COMMAND - The new Commercial Vehicle Division (CVD) **centralized all commercial vehicle enforcement** under one command. Previously, the commercial vehicle enforcement personnel had been under each district commander. By 2006, all the new officers hired to work under CVD were armed CVEOs.

2013

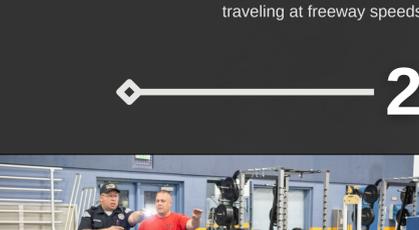
TWO DIVISIONS - The **Commercial Vehicle Enforcement Bureau (CVEB)** was created to oversee the **Commercial Vehicle Division (CVD)** and the new **Motor Carrier Safety Division (MCSD)**. The two divisions promote safe travel of all commercial vehicles on state highways. MCSD's main focus became compliance reviews, the New Entrant Program, managing the five ports of entry in the state, oversight of CVEO training, CVD troopers, and the School Bus Inspection Program. CVEB's main focus became promoting safe travel of commercial vehicles on state highways through education and enforcement.

2020



GRAND OPENING - The **Ridgefield Port of Entry (POE)** officially opened, dedicated to fallen Weight Control Officer Joseph Modlin. The new POE was equipped with Commercial Vehicle Information Systems and Networks (CVISN), a sorting tool allowing for commercial vehicles to be weighed, measured and have license plates read while traveling at freeway speeds.

2024



NEW TECHNOLOGY - The WSP transitioned to new technology in 2024, including deploying body worn cameras and new Axon Taser 10s as part of an Axon Technology Package. For the first time in agency history, CVEOs were issued cameras as well as Tasers.

1943



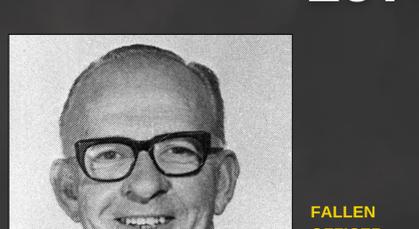
JOIN THE WSP - The Motor Vehicle Inspection and Weight Divisions under the Department of Highways consolidated into the **Washington State Patrol**. The commercial vehicle officers were able to issue traffic tickets, investigate collisions, and make arrests under the WSP.

1957



WEIGH MASTERS - The **first vehicle** was issued to a weigh master. Weigh masters previously had to use their own vehicles to patrol and used the portable drive-on load meters.

1974



FALLEN OFFICER - Weight Control Officer **Joseph Modlin**, 60, was killed when he was struck by a logging truck at the Home Valley Weigh Station on Aug. 15, 1974.

1984



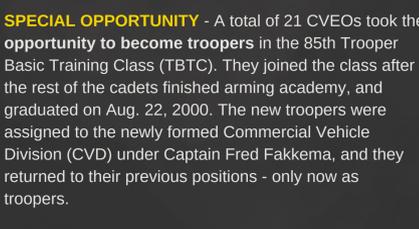
NEW DESIGNATION - Weight Control Officer 1 titles were re-designated to **Commercial Vehicle Officers (CVO)** in June 1984.

2000



SPECIAL OPPORTUNITY - A total of 21 CVEOs took the opportunity to become troopers in the 85th Trooper Basic Training Class (TBTC). They joined the class after the rest of the cadets finished arming academy, and graduated on Aug. 22, 2000. The new troopers were assigned to the newly formed Commercial Vehicle Division (CVD) under Captain Fred Fakkema, and they returned to their previous positions - only now as troopers.

2008



BASIC TRAINING CLASS - The first CVEO Basic Training Class (CBTC) began on Feb. 11, 2008. The original CVSA Training course, consisting of a three-week academy class learning size, weight, load, and legal. This original course then became CVO Basic, extending to five weeks long and including additional courses such as communications. CBTC, a **24-week long course**, includes 14 weeks at the academy and 10 weeks in the field alongside a Field Training Officer (FTO).

2018



NATIONAL RECOGNITION - The Motor Carrier Safety Division (MCSD) was recognized by the **American Association of Motor Vehicle Administrators (AAMVA)** as the regional award winner of the 2018 Excellence in Government Partnership Award. The award will be given for overall success of a program.

2024



HISTORIC GRADUATION - The 20th Commercial Vehicle Enforcement Basic Training Class graduated in October at the Capital Rotunda in Olympia. This was the first CVEO class to graduate in a ceremony similar to the WSP Trooper Basic Training Class graduation ceremony.

