



New Members

Alliance Water Resources

206 South Keene Street
Columbia, MO 65201
Ms. Caroline Andriano
(573) 874-8080

CSA Advisors, LLC

7254 North Farm Road #105
Willard, MO 65781
Ms. Rose M. Kastrup
(417) 761-4194

Hours of Service Seminars

February 21 ~
Drury Lodge
Cape Girardeau, Missouri

February 22 ~
Double Tree
Chesterfield, Missouri

February 23 ~
Ramada Oasis
Springfield, Missouri

February 24 ~
Courtyard by Marriott
Adams Pointe Conf. Center
Blue Springs, Missouri

*Registration materials
will be sent out soon.*

President's Message

In a column for the June 2011 President's Message entitled "Succession Planning", I wrote about the 55th birthday of the Interstate Highway System, compared the claims of Missouri, Kansas and Pennsylvania for "first in the nation" status on construction of portions of the Interstate Highway System, and reminded readers that Missourians have been kicking the funding can down the street, content to live off the bonding proceeds from Amendment 3 in 2004.

As we begin the 2012 Legislative Session, the highway funding debate in Missouri has shifted to focus solely on how to fund Interstate 70. Unfortunately for the trucking industry, or anyone concerned about future highway funding for that matter, MoDOT has chosen to pursue the option of a Public/Private Partnership (PPP) to design, build, finance, operate and maintain I-70. Even worse, MoDOT is suggesting that this idea does not need voter approval.

Fortunately for all Missourians, the Missouri Trucking Association had the foresight to limit previous efforts by MoDOT to enact statutory authority for PPPs. In 2009, limited statutory authority was given to MoDOT to use the PPP model. At that time, the legislature was told that PPP authority was needed to construct a port facility in southeast Missouri, and might also be used to construct a pipeline. No project was specifically identified, and thus MoTA was able to remove highways from the list of authorized projects, and amended the bill further to provide that any authorized projects were not allowed to charge any fee, tax or toll on a "motor carrier."

Make no mistake, without MoTA's efforts in 2009, under the current legal interpretation from MoDOT, the conversion of I-70 to a toll road would already be underway. No legislative approval would be necessary. No public vote would be taken. An up to \$4 billion tax increase would already be approved.

As of the writing of this article, no bill has been filed in either body to approve MoDOT's PPP plan. We expect a bill to be filed in the Senate any day now, and we have it on good authority that the bill will have a full hearing in the Senate Transportation Committee.

Readers of this column are among the most knowledgeable people in the state on the issue of highway funding and PPP's. **We urgently need your help.** Please make every effort to spend 24 Hours in Jefferson City as soon as your schedule allows. This issue is going to be one of the hottest debated issues of this session, and we have disturbing intelligence information that the bill may receive floor debate in the Senate.

In the coming days, you will be receiving much more information on this issue. We hope you will make the time to let your voice be heard on this issue. **Join us in the fight today!**

Joplin Middle Schools Receive \$15,000 Donation



The Missouri Trucking Association is helping Joplin middle school students check out library books in a very high tech way. Bonnie Turner, school librarian at East Middle School, says a \$15,000 donation will allow every student to use a Nook E-Reader to check out books.

"The students will check them out like a regular book, and they'll be able to use them to read any kind of e-book we put on the reader."

Content will include classic works from Mark Twain, Shakespeare, and more, after the program starts in early January. The \$15,000 gift will pay for a total of around 1,500 of the e-readers.

Donations were collected during the 2011 Truck Driving Championships that were held in Springfield instead of Joplin, as was originally planned. The tornado hit Joplin two weeks prior to Championships. Attendees participated in a benefit barbecue and \$15,000 was collected as a result of their generosity.

In This Issue



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Safety Conference & Awards Banquet

March 21-22, 2012
Country Club Hotel & Spa
301 Carol Road
Lake Ozark, Missouri

Sponsored by:
Council of Safety Supervisors

The Safety Conference will showcase programs on the hottest and most current topics. Among the items on the agenda are:

Federal Technology Compliance

Julie Lane, FMCSA Division Administrator
Hours of Service, Cell Phone Ban, Medical Certification

State Technology Compliance

Barbara Hague, Mo Dept. of Transportation
Captain Londell Jamerson, Mo State Highway Patrol

CSA Update

Hope Maddox, FMCSA Federal Programs Specialist
Chuck Gohring, MoDOT Compliance Administrator

Prepass Versus CSA and ISS

Laurie Brady, Prepass

Pre-employment Screening Program Issues

Lisa Fredrickson, NIC

Breakout Session #1

Disaster Preparedness in the Trucking Industry

Breakout Session #2

*Shipper Demands for Tracking Technology /
CSA Scores & Shippers*

Breakout Session #3

Driver Wellness - Sleep Apnea

Hours of Service and Electronic on Board Recorders

Misclassification of Independent Contractors

* * *

The **Safety Awards Reception & Banquet** will be held Wednesday evening beginning at 6:00 p.m. Those honored at the banquet will include: 2011 Drivers of the Month; 2011 Driver of the Year; Safety Director of the Year; and Fleet Safety Contest Winners.

* * *

This year's Safety Conference will also include an Exhibit Hall. There are still spots available. To sign up as an exhibitor, go to http://www.motrucking.org/index.php?option=com_content&view=article&id=85&Itemid=201.

To register for the conference, go to http://www.motrucking.org/pdf/Safety_Conf_Registration_12.pdf and complete the registration form.

For reservations at the Country Club Hotel & Spa, call (800) 964-6698 or (573) 964-2200. You can also make your reservation on-line at www.countryclubhotel.com. Be sure to ask for MoTA rate of \$85. Room block expires March 1st.

Member Cancellations January 2012

Name of Company	Class	Dues
Farm Products Co. Inc.	For Hire	\$577.50

THE truckersStore

for DOT Compliance

THE FOLLOWING ITEMS ARE ON SALE.
OFFER EXPIRES THE END OF FEBRUARY.



CSA: The 7 BASICS - DVD Training

Train your drivers on the Behavior Analysis Safety Improvement Categories (BASICS) of CSA.

Item # 116DVD - \$325.00
(regular price \$360)

Program Components:

- (1) Closed-captioned video on DVD
- (1) Discussion Guide to engage drivers in the training session.
- (11) Driver Handbooks - handy post-training reference.
- (1) CSA Special Report for additional information on CSA (120 pages).
- (1) Surviving CSA: Driver Scoring Overview



CSA Handbook: A Complete Guide for CMV Drivers

Provides a vital on-the-road reference for drivers on CSA issues.

Item # 492H - \$5.85 (regular price \$6.50)
(Bulk pricing also available)

New CSA Basic Factsheets Available

The Compliance, Safety, Accountability (CSA) program has just released a new Behavior Analysis and Safety Improvement Category (BASIC) factsheet series on the CSA Outreach Website at <https://csa.fmcsa.dot.gov/resources.aspx?locationid=58>.

These factsheets are targeted for motor carriers and commercial motor vehicle (CMV) drivers who want to learn more about the agency's seven BASICs, the Federal Motor Carrier Safety Regulations (FMCSRs) upon which they are based, and how to ensure they comply with those regulations.

Motor carriers and drivers are encouraged to read all seven of these new factsheets to gain a more comprehensive understanding of the CSA program and, more specifically, the BASICs. The BASICs are Vehicle Maintenance, Unsafe Driving, Crash Indicator, Fatigued Driving (Hours-of-Service), Controlled Substances/Alcohol, Driver Fitness, and Cargo-Related. As these factsheets outline, the BASICs are safety categories in the CSA program's Safety Measurement System (SMS). Motor carriers can see where they stand in each BASIC by logging into the SMS online (<http://ai.fmcsa.dot.gov/sms/>).

These BASIC factsheets fulfill an informational need for motor carriers and drivers looking for ways to improve their safety performance. Motor carriers should consider these factsheets not only as a resource for themselves but also as a tool for educating their drivers. FMCSA will highlight one BASIC factsheet each Monday for the next seven weeks through a subscription email service to support industry's understanding of the BASICs. ▲



NLRB Finalizes “Quickie” Election Rules

The National Labor Relations Board (NLRB) finalized a rule amending its union representation case procedures. Specifically aimed at reducing the amount of time between filing of a petition and the actual election, at the expense of employer rights to communicate and pursue due process remedies, the rule is often referred to as the “quickie election” rule or the “ambush election” rule.

The final rule, which may be viewed at <http://www.gpo.gov/fdsys/pkg/FR-2011-12-22/pdf/2011-32642.pdf> goes into effect on April 30, 2012.

It allows NLRB hearing officers to narrow the issues that may be raised at pre-election hearings, limit the evidence heard and deny the ability to file post-hearing briefs. In a curtailment of due process rights, the rule eliminates the right to file a pre-election request for review of a regional director’s decision and direction of an election and further narrows the scenarios in which appeals to the Board may be made. Most tellingly, the final rule ends the longstanding recommendation to regional directors that elections not be scheduled less than 25 days after the decision and direction of an election in order to allow for Board review pre-election.

In combination, these parts of the rule will severely limit an employer’s ability to communicate with its employees regarding potential union representation. ATA had previously filed comments opposing the original proposed rule and is part of a coalition that has already filed suit in the U.S. District Court for the District of Columbia seeking an injunction against enforcement and vacatur of the rule. ▲

FMCSA Toughens CDL Rules

The Federal Motor Carrier Safety Administration is tightening its standards for commercial driver’s license testing and creating a new commercial learner’s permit.

The rule, which culminates a three-year effort to correct shortcomings in the driver testing and licensing system, requires states to issue a learner’s permit to would-be truck drivers starting in July.

Applicants will have to pass federally approved CDL knowledge and skills tests, clear a check of their driving record and hold the learner’s permit for at least two weeks before they apply for a CDL. The minimum age for a learner’s permit is 18.

The rule also strengthens the standards of proof for legal residence in the U.S. Only U.S. citizens and lawful permanent residents can get a license. State agencies will be required to verify an applicant’s Social Security number. An initial learner’s permit will be valid for 180 days but can be renewed for an additional 180 days before the applicant must take a CDL skills exam. The maximum period for an initial and renewed CDL will still be eight years, although each state has the authority to set a lesser period.

Other aspects of the rule address state licensing practices. The agencies will have to keep a digitized photo of the driver and give only supervisors the ability to override computer systems. All test examiners will have to undergo background checks and formal training and be subjected to oversight systems. And applicants will not be able to use language interpreters when taking the knowledge and skills tests. ▲

State Chain Laws

Each year states update their regulations for the use of chains in their state. For a complete list of the state chain laws, go to http://www.motrucking.org/pdf/Chain_Laws-01-12.pdf. ▲

Carrier Operating Authority Advisory

In late November of 2011, FMCSA upgraded the licensing and registration portion of its website to conform with the elimination of the requirement for motor carriers to file mandatory cargo liability insurance (still required for household goods carriers). That upgrade has resulted in a glitch that FMCSA is diligently working to address. As a result of this glitch, some carriers are getting a Notice of Investigation letter via the mail indicating a potential issue with their authority. Carriers have thirty days to respond or their authority(ies) may be revoked, which is also supposed to trigger a letter to the carrier indicating revocation. ATA is aware of some instances where the carrier did not receive either or both letters. ATA advises its members to respond in a timely manner if a Notice of Investigation is received. In addition, ATA advises carriers to frequently check the [Licensing and Insurance web page](#) to ensure that the carrier’s authority remains active. If you believe your authority has been revoked without cause, please contact the following toll-free telephone number at FMCSA (866) 637-0635. ▲

Voluntary Classification Settlement Program

As many of our readers will know, the federal Internal Revenue Service is currently running what it calls the voluntary classification settlement program, offering small businesses that have in the past misclassified employees as independent contractors to reclassify those workers and pay federal employment taxes owing from the change, without penalty or interest. Several months into the program, IRS reports that it’s received more than 120 applications from businesses, but has not signed any agreements yet. IRS emphasizes, however, that the data supplied under the VCSP will not be shared with either the U.S. Department of Labor or any state tax agencies. We are not necessarily recommending that carriers sign up for the VCSP, though it could be helpful to some trucking companies. We do recommend that trucking companies that use owner-operators be careful to treat these drivers as independent rather than as employees. During the MoTA Safety Conference, a session will be held to ensure you are properly classifying your contractors/employee. Contact Jason Ahten at the MoTA office for more information. ▲

~ State Laws Newsletter ~

Time to post OSHA300-A Summary

If you had 11 or more employees during the last calendar year, the Occupational Safety and Health Administration requires that you post a summary of your employees’ injuries and illnesses on an OSHA 300-A form. The posting must be where employee notices are usually posted and stay up from February 1 until April 30. ▲



Change in Regulatory Guidance in Cell Phone Ban

After reviewing the preamble and regulatory text to the December 2011 final rule which took effect on January 3, 2012, FMCSA determined the FAQ (#3) is not consistent with the rule in that it indicates that all forms of push-to-talk are prohibited by the mobile phone rule when that is not the case. The following is the old regulatory guidance on push to talk features of mobile phones

The following FAQ, #3 concerning push-to-talk features of mobile phones, is currently being replaced by FMCSA with a new FAQ listed below in italics.

3Q: Is Push to Talk Allowed

Answer: No. A driver's use of the Push-To-Talk function on a mobile telephone violates the prohibition against holding the phone. This includes the continuous holding of a button that is necessary to use a Push-To-Talk feature through a mobile telephone, even when the driver is using a connected microphone or wireless earphone.

The new FAQ posted on the FMCSA website reads as follows:

Question: *Are commercial motor vehicle (CMV) drivers allowed to use push-to-talk mobile communications equipment while driving?*

Answer: *Yes, provided the driver does not reach for, dial, or hold the actual mobile telephone in his/her hand while driving and the driver is able to touch the button needed to operate the push-to-talk feature from the normal seated position with the safety belt fastened. Generally, the use of this type of communications equipment does not require drivers to take their eyes off of the forward roadway because the button used to enable the driver to communicate can be operated from the normal seated position with the safety belt fastened. For example, if the mobile phone is mounted in a cradle or similar device near the driver, or there is a remote push-to-talk button near the vehicle controls to allow the driver to communicate without reaching for, dialing, or holding the actual mobile telephone in his/her hands while driving, the equipment may be used. ▲*

Texting While Driving on the Rise

Texting while driving rose 50% last year, and two of 10 drivers say they sent text messages or e-mails while behind the wheel despite states' moves to ban the practice.

An annual study conducted by the National Highway Traffic Safety Administration found that just under 1% of drivers observed at intersections were texting or manipulating handheld devices.

The activity increased to 0.9% of drivers, up from 0.6% the previous year.

The share of drivers speaking into handsets was also 0.9% and had increased by the same amount, but drivers talking into handheld cellphones remained flat at 5%.

The increase in texting while driving is alarming, said Jonathan Adkins, a spokesman for the Governors Highway Safety Association.

"It is clear that educational messages alone aren't going to change their behavior," he said. "Rather, good laws with strong enforcement are what is needed."

NHTSA found that 18% of drivers said they have sent text messages or e-mails while driving.

The survey also found that most drivers will answer a phone call while driving and most will continue to drive after answering. ▲

~ Transport Topics ~

Truck Driver Texting Ban Not Met in Several States

More than a dozen states are not yet in full compliance with a texting ban for truck drivers that was approved last year by the Federal Motor Carrier Safety Administration.

States have until October 2013 to come into full compliance with the FMCSA rule or risk financial penalties.

If states do not comply in time, they will lose 5% of their federal highway funds the first year and 10% every year after that.

In Missouri, transportation officials are drafting legislation to fully comply with the trucker texting ban, said Laura Holloway, spokeswoman for the Missouri Department of Transportation.

"What we stand to lose if we do not comply would be \$30 million the first year and \$60 million after that," she said.

Before FMCSA adopted its texting ban, the trucking industry was already pressing for a federal rule.

"Research shows that texting while driving increases the risk of a crash by 23 times and the use of handheld phones has also been shown to increase risk, so enacting these types of restrictions just makes good sense," said Sean McNally, spokesman for American Trucking Associations. ▲

~ Transport Topics ~

FMCSA Boards Want Sleep Apnea Tests as Requirement for Obese Truck Drivers

The Federal Motor Carrier Safety Administration's medical and safety boards want obese truck drivers to be screened for obstructive sleep apnea as a condition of being allowed to drive.

The Medical Review Board and the Motor Carrier Safety Advisory Committee voted to ask FMCSA to issue "guidance" to medical professionals to screen for sleep apnea if a commercial driver has a body mass index at or above 35 when he or she gets a required biennial physical.

The boards see the guidance as a temporary measure, while FMCSA considers a regulation to require screening. The guidance would not have the force of law.

In 2012, the boards plan to issue recommendations to FMCSA to formulate a regulation regarding sleep apnea screening and treatment.

FMCSA did not respond to a request for comment on whether it will act on the boards' request for guidance.

The agency provides guidance as "advisory criteria" attached to the standard medical examination form for physicals. It differentiates the criteria, which examiners *may* follow, from regulations, which they *must* follow. ▲

~ Transport Topics ~

Reasonable Suspicion Supervisor Training

There has been a recent rash of advertisement offering Reasonable Suspicion Training for Supervisors in order to comply with drug and alcohol testing regulations. The advertisements are designed to look more like official letters of notification than advertisement. While the training is required, neither the Federal Motor Carrier Safety Administration nor the Missouri Department of Transportation certify trainers or training companies, nor do they approve the curriculum presented. A supervisor need only take the training once. Missouri Trucking Association has several options for DOT compliance on this training available. MoTA has both DVD and Online training available. Contact the MoTA office at (573) 634-3388 or send email to darla@motrucking.org. ▲

ATRI Updates Online Idling Compendium

The American Transportation Research Institute (ATRI) has updated the listing of state and local idling regulations found on its website, www.atri-online.org. The updated listing is provided in two forms, a cab card which can be downloaded and carried in the glove box of a truck and the online compendium which provides links to each regulation.

Two newly enacted regulations are highlighted as well as an upcoming change to an existing law. These updates include:

- The State of Oregon's 5-minute idling limit took effect on January 1, 2012. An exemption for air conditioning or heating during a rest or sleep period when the outside temperature is less than 50 degrees or greater than 75 degrees is provided. Violations can result in fines of up to \$180.
- Salt Lake City enacted a 2-minute limit with a number of exemptions including idling to power auxiliary equipment other than heaters or air conditioners. First-time offenders will be issued a warning.
- West Virginia's exemption from the state's 15-minute limit for air conditioning or heating during a rest or sleep period is set to expire on May 1, 2012.

ATRI continues to monitor the development of idling regulations across the country and maintains the compendium and cab card as a free service to help trucking companies and truck drivers comply with the myriad of state and local idling regulations. ▲

FHWA Seeks Assistance in Gathering Truck Parking Info

The Federal Highway Administration (FHWA) contacted the American Trucking Associations (ATA) seeking data for a truck parking study the agency is preparing for Congress as ordered by a provision in the 2012 Appropriations Act Conference Report which was enacted November 18, 2011. Specifically, FHWA is required to conduct a study on the shortage of commercial motor vehicle parking, along with the impact of compliance with federal safety requirements and which is due to Congress on or before May 16, 2012. Therefore, FHWA is asking for such information that details the following:

1. Documented truck parking shortage by state;
2. Hours of service rule violations related to parking searches;
3. Illegal truck parking stats from trucks parking on ramps and breakdown lanes and other illegal locations;
4. Any expert testimony that may have been used in hearings on truck parking;
5. Any other recent studies that may have been done on this subject.

If you have information you are willing to share, please contact ATA - John Lynch at jlynch@trucking.org or Darrin Roth at droth@trucking.org. ▲

Banners are now available on the Missouri Trucking Association website

Advertising Opportunity

**Cost: \$500 for 6 months
\$300 for 3 months
Ad size: 629 x 126 pixels
JPEG or GIF formats**

Your rotating banner will appear on the home page of the MoTA website. Each banner will have a viewing time of 20 seconds per rotation and, once the banner has been in place for one month, we will be able to provide the number of hits directing viewers from the banner to the advertising company's website. In December 2011 the MoTA website statistics indicate over 167,000 hits and 3,492 visits. MoTA provides the opportunity to drive traffic to your company website.

Space is limited . . . Contact MoTA today!

MISSOURI Memo

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CARB to Extend Trailer Aerodynamic Phase-In Deadlines

Prior to the New Year, the California Air Resources Board (CARB) announced plans to extend the registration and initial compliance deadlines for fleets participating in the Large Fleet Compliance Option 2 of the Tractor-Trailer Greenhouse Gas Regulation. Under this option, fleets with pre-2011, 53-foot trailers that operate in California could elect to register with CARB and annually phase-in aerodynamic requirements on 20% of these trailers beginning January 1, 2012. Because of conflicts with the timing of California's regulatory approval process, CARB will be initiating a subsequent regulatory action to formally extend the Option 2 registration and first year reporting deadlines to a future date. More information is available in CARB's Regulatory Advisory located at <http://www.arb.ca.gov/msprog/mailouts/msc1139/msc1139.pdf>. ▲

Florida Provides Guidance on Towing Charges

The Florida Department of Revenue has issued a set of questions and answers concerning the state's sales taxation of charges for towing a vehicle.

The general rule is that if such charges are stated separately on a customer's invoice by the tower, the charges are exempt from tax; if they are not stated separately, and some of the services involved in the transaction are taxable, the whole charge is taxable, including the portion that represents the towing.

The storage of a vehicle, for instance, is taxable (unless the storage is the result of an official impoundment, and the invoice states as much).

For more information, go to <https://taxlaw.state.fl.us/wordfiles/SUT%20TAA3%2011A-027.pdf>. ▲

Illinois Truck Speed Limit Rises to 65 mph

Illinois' law allowing truckers in most parts of the state a 65-mph speed limit took effect Sunday, January 1, 2012. However the speed limit does not officially change until the sign indicating speed limit has been changed.

That's up from the current 55-mph limit, and applies to all four-lane divided highways except for the six counties around Chicago, which retain the lower limit.

Trucks already were allowed to run up to 65 mph on rural highways in the state, under legislation approved in 2009. ▲

~ Transport Topics ~

Trucking Wins Victory in Louisiana Ruling; Case has Liability Implications in 30 States

A Louisiana judge rejected a challenge to the state's anti-indemnification law, saying the Louisiana Chemical Association had no grounds for its lawsuit in which the group called the statute unconstitutional.

Judge Wilson Fields dismissed the chemical industry's lawsuit Nov. 14, saying it had "no cause of action," meaning the group presented no issue on which the judge could make a legal decision, said Doug Williams, an attorney with the firm Breazeale, Sachse & Wilson. Williams worked for LMTA and ATA on the case, which was filed against the state. ▲

~ Transport Topics ~

N.J. Turnpike Tolls Increase

Truck tolls for the New Jersey Turnpike and Garden State Parkway rose by about 50%, effective Jan. 1. The toll hikes represent the second half of a two-phase increase adopted by the New Jersey Turnpike Authority in October 2008 under former Gov. Jon Corzine.

A five-axle truck using E-ZPass during off-peak hours will pay \$43.20 in tolls to travel the length of the turnpike, \$15 more than the current toll rate for the same trip. The cash rate is higher.

The move could shift some truck traffic to local roads, such as Route 1 and Interstate 295, that are not tolled, the Bergen (N.J.) Record reported. ▲

~ Transport Topics ~

PA makes Texting at Wheel Primary

Pennsylvania Governor Tom Corbett recently signed into law a bill that bans drivers from sending or receiving text messages. The law makes texting while driving a primary offense, allowing police to pull over a lawbreaker without any other reason. The fine is \$50. Currently, there are only 15 states without a prohibition on texting but many states are looking to enact laws in the coming year. ▲

UDOT Puts the Road in Your Palm

The Utah Department of Transportation announced in early December that a free smart phone app – for iPhone and Android users – is available to allow users to access traffic, road conditions and road forecast information at any time. The "how to have a safer drive" app contains these and other features: a "zoomable, scrollable" Google Maps-based display; real-time traffic conditions on Utah's freeways and major surface streets; lists of accidents, road construction activities and other driving hazards; and electronic roadway sign messages. UDOT says to download the app for iPhone will require a visit to the App Store, while the app for Android devices can be found on the Android Market. Search for UDOT traffic. Other states are cashing in on the App momentum and provide similar offerings. ▲

Washington DOT installs Weigh Station Cameras

The Washington State Patrol's Commercial Vehicle Division is using a new tool to track trucker compliance. Commercial vehicles passing WSP's weigh-stations will be electronically screened for weight, size, registration and safety record to check to see how long the trucks have been on the road that day. The Washington State Department of Transportation has installed automated cameras at 12 weigh stations and ports of entry that take a picture of the truck and license plate. WSP officers can check the time the truck crossed the locations and compare it to the truck driver's logbook. Over the past year, officers have determined that eight drivers involved in traffic accidents had falsified their logbooks, according to the WSP. In August, officers using the new program at the Nisqually Truck Scale on Interstate 5 cited 98 drivers for serious logbook violations over four days.

"The vast majority of the truck drivers on our roads are safe drivers and follow the rules," said WSP Captain Darren Grondel, Commercial Vehicle Division Commander, in a news release. "But there are a few drivers out there who are irresponsible and this new computer program will help us get these drivers off the road by verifying logbook entries." ▲