



New Member

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Remember to vote on
 ★ ★ *November 6th!* ★ ★

2013 MoTA Meeting Dates:

March 27-28 ~ *Safety & Maintenance Conference, Lake Ozark, MO*

April 16-17 ~ *Super Tech Competition, Springfield, MO*

June 7-8 ~ *Truck Driving Championships, Joplin, MO*

June 26 ~ *Sitton-Babcock PAC Golf Tournament, Camdenton, MO*

Sept. 25-27 ~ *MoTA Annual Convention, Branson, MO*

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2012 Convention Attachment

President's Message

It is time. Vote!

There are a number of ways candidates and their campaigns attempt to get your attention during the election cycle. For many, the constant barrage of political ads, truth stretching, spinning, etc. is enough to drive them from the debate. A lot of those folks disengage from the process, and many times don't even make it back to vote.

Don't become one of those statistics! Now is the time for you to focus. In an effort to help educate those in trucking to our issues and candidates that support your industry, we are pleased to make several items available for you and your company.

The first is a website — www.haulthevote.com. This website was put together through the collaborative efforts of several trucking companies, and as you will see, includes background information on issues important to truckers (diesel fuel, owner operators, tolls, Hours of Service, CSA, etc.). I encourage you to distribute the website, personalize and printout the flyers to post in prominent locations around your facility, and help educate and encourage your employees, friends, and families to educate themselves and get out and vote!

The second item is a listing of candidates the MoTruckPAC has supported during this campaign cycle. Please take a moment to check and see if your legislator is on this list. Reach out and thank them for their support of the trucking industry, and Vote for them! If you have any questions or concerns about our contributions, please do not hesitate to contact us and let us know. We welcome your input and look forward to continuing to elect a pro-trucking & pro-business legislature in Missouri!

Candidates receiving a contribution from our PAC include: *(Contributions accurate as of October 17, 2012)*

<u>Senate</u> (District)	<u>House</u> (District)	
Mike Cunningham (33)	Kevin Austin (136)	Glen Kolkmeyer (53)
Tom Dempsey (23)	Jay Barnes (60)	Bart Korman (42)
Ed Emery (31)	Michael Bernskoetter (59)	Mike Lair (7)
Joe Fallert (3)	Eric Burlison (133)	Bill Lant (159)
Jason Holsman (7)	Mike Cierpiot (30)	Tom McDonald (28)
* Mike Kehoe (6)	Mike Colona (80)	Timothy McKenna (114)
Jim Lembke (1)	Steve Cookson (153)	Genise Montecillo (92)
Paul LeVota (11)	Sandy Crawford (129)	Todd Richardson (152)
Doug Libla (25)	John Diehl (89)	Jeanie Riddle (49)
Jamilah Nasheed (5)	Kevin Elmer (139)	John Rizzo (19)
* Mike Parson (28)	Vicki Englund (94)	Don Ruzicka (157)
David Pearce (21)	Tom Flanigan (163)	Dave Schatz (61)
Gary Romine (3)	Wayne Henke (64)	Ed Schieffer (41)
David Sater (29)	Dave Hinson (119)	Jill Schupp (88)
Kurt Schaefer (19)	Denny Hoskins (54)	Jason Smith (120)
Scott Sifton (1)	Lincoln Hough (135)	Sheila Solon (31)
Terry Swinger (25)	Jacob Hummel (81)	Rick Stream (90)
Gina Walsh (13)	Caleb Jones (50)	Wayne Wallingford (27)
	Timothy Jones (110)	Stephen Webber (46)
	Shelley Keeney (145)	Bill White (161)
	Chris Kelly (45)	Paul Wieland (112)

* Not up for re-election this cycle.



Does your company have Hazardous Materials on site?

Helps to comply with training requirements of HazCom Standard (29 CFR 1910.1200) and GHS provisions.

Employers must train employees on new label elements and Safety Data Sheets (SDS) format effective December 1, 2013.



Training DVD
Hazard Communication: What you need to know!

Item # 370DVD
\$330.00

Recent Developments in Diesel Exhaust Litigation

On June 12, 2012, the World Health Organization's International Agency for Research on Cancer (IARC) declared diesel exhaust (DE) a Group 1 "known carcinogen." It did so based in part on a June 6, 2012 National Cancer Institute study that found an elevated risk of lung cancer. Through its elevation to Group 1 status, DE now joins asbestos and other substances known to cause cancer, and it becomes a more attractive litigation target.

The diesel engine, patented by Rudolph Diesel in Germany in 1892, revolutionized transportation. Well known for its excellent fuel economy, the diesel engine is used in trucks, buses, agricultural equipment, off-road heavy equipment, railroad locomotives, farm equipment and ships. The National Institute for Occupational Safety (NIOSH) has estimated that 1.35 million workers in the United States are exposed to DE. ▲

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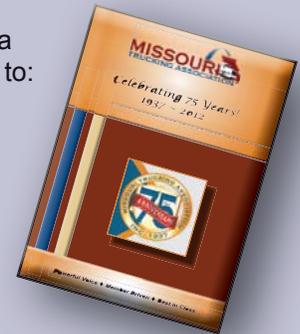


MoTA History Book now available!

At the 75th Annual Convention held in St. Louis on September 26-28, the 75 year history book of the Missouri Trucking Association was available to those in attendance. If you were unable to attend, you can still get a copy.

We are sure you will enjoy this book as you read the history of your association through the years as well as pictures of those from the past and present.

Send your request along with a \$5.00 check to cover shipping to:
Missouri Trucking Association
P.O. Box 1247
Jefferson City, MO 65102



Include your name, company and mailing address.

Member Cancellations September/October 2012

Name of Company	Class	Dues
A & A Trucking Services LLC	For Hire	\$300
Access Courier Inc.	For Hire	\$300
Cardinal Towing	For Hire	\$300
Cintas	Private	\$300
Crown Foods Inc.	Private	\$300
Father & Son Moving & Storage of KC	Household	\$300
GE Trailer Fleet Services	Allied	\$300
Kernz Group FAE Services LLC	For Hire	\$300
Living Well Smoothies	Allied	\$250
Marchem Corp.	Private	\$300
Rex Smith Transportation	Private	\$300
Truck Central LLC	Allied	\$300



FMCSA Finalizes Rule on New Carrier Entrants

New motor carrier entrants who fail their initial safety audit must provide evidence to the Federal Motor Carrier Safety Administration of their corrective actions within 15 days, the agency said in a Federal Register posting.

If there is no response within 15 days, the entrant will have its registration revoked, FMCSA said. Carriers receiving expedited action notices must respond within 10 days.

FMCSA said the requirement, effective Aug. 20, was part of an overall effort to improve the safety audit process. ▲

~ *Transport Topics* ~

Is the Driver Medically Qualified When Returning From an Injury or Illness?

One thing that is clear throughout the Federal Motor Carrier Safety Regulations (FMCSRs) is that the motor carrier is ultimately responsible for their drivers to be properly trained, qualified, and certified before operating a commercial motor vehicle (CMV). Part 391 of the FMCSRs states many of these responsibilities and the qualifications needed to drive a CMV. Section 391.45 discusses management's responsibilities regarding drivers who must be medically examined and certified.

A driver who was ill for a period of time, or injured and missed work due to the injury, is given medical treatment by a doctor and recovers sufficiently enough to be issued a "Return-to-Work" form signed by the doctor. Can the driver resume his/her duties when the return-to-work form is presented to the employer, or must the driver be medically certified through a medical examination even though the driver's current medical card has not expired?

Section 391.45(c) states that "any driver whose ability to perform his/her normal duties has been impaired by a physical or mental injury or disease" must be medically examined and certified before operating a CMV. The FMCSRs do not require the driver to be medically certified if the injuries or illness has not impaired the driver to an extent that he/she could not perform his/her normal duties.

However, the motor carrier may require a driver returning from any illness or injury to have a physical examination, and must do so if the carrier determines that the injury or illness caused the driver to be medically unqualified.

It is the motor carrier's obligation to ensure that any person operating a commercial motor vehicle be medically examined and physically qualified. Section 391.45(a) clearly lays that responsibility on the motor carrier. ▲

~ J. J. Keller ~

FMCSA Warns Carriers about Fraudulent DOT Letter

The Federal Motor Carrier Safety Administration warned carriers about another round of fraudulent U.S. Department of Transportation letters dated Sept. 24 were being distributed, largely by fax, to motor carrier officials. The letters appear to be from the DOT Procurement Office and are signed with a fictitious name Julie Weynel, who claims to be the senior procurement office. Weynel is not an employee of the DOT, the FMCSA said. ▲

FMCSA Begins Audits for PSP Reporting

The Federal Motor Carrier Safety Administration's contractor administering the Pre-Employment Screening Program (PSP) began enforcing the program's required audit process in late August.

The PSP allows a motor carrier to view five years of crash data and three years of inspection reports for a prospective employee driver. As part of this process, motor carriers must get a signed release form from the driver and retain it for three years.

If a carrier is selected, NIC Technologies, the PSP contractor, will ask the carrier to produce up to three specific release forms for drivers whose PSP records had been requested. PSP searches are only allowed for prospective employees, not current employees. ▲

UCRA Registration Opened Oct. 1

Motor carriers are able to register under the Unified Carrier Registration Agreement for 2013. Registration began October 1, 2012. The easiest way for most carriers to register is probably through the website sponsored by the Indiana Department of Revenue, at www.ucr.in.gov. The UCRA Board of Directors has recommended that states begin roadside enforcement of the payment of the 2013 fees on January 1, 2013. The fees for 2013 have not increased over those charged in 2011 and 2012. ▲

~ *State Laws Newsletter* ~

Federal Per Diem Unchanged

The federal Internal Revenue Service has announced that the allowable *per diem* rate for meals and incidental expenses incurred by transportation employees away from home on travel will remain \$59 a day – the current rate – for the next year. This amount serves as a sort of safe harbor for employers who maintain what the IRS terms "accountable plans" for the reimbursement of travel expenses to their employees, and for independent contractors who claim these expenses as deductions. IRS *Notice 2012-63*, issued September 26, 2012. ▲

~ *State Laws Newsletter* ~

FMCSA Says Fit, Willing and Able Policy Raises the Safety Bar

The Federal Motor Carrier Safety Administration (FMCSA) recently announced that its Fit, Willing and Able policy guidance "raises the safety bar for commercial trucks and buses by providing the specific criteria the agency considers when it grants, withholds, revokes or suspends a company's operating authority registration." The guidance is meant to reinforce FMCSA's policy of not granting operating authority to companies that create new identities or affiliate relationships to avoid a negative safety history.

It also clarifies that the agency will scrutinize companies that have had their operating authority suspended or revoked within the past six years to determine their willingness to comply with federal safety laws. To learn more about the Fit, Willing and Able policy guidance, visit www.fmcsa.dot.gov. ▲



Restart Changes 'Reasonable,' FMCSA Says in HOS Court Brief

The federal government defended its latest hours-of-service rule last week, telling a U.S. court that it "acted at the height of its expertise and discretion" when it decided in December to put new restrictions on the 34-hour restart provision, while retaining the 11-hour driving day.

"The HOS rule reflects [the Federal Motor Carrier Safety Administration's] weighing of scientific evidence and its careful consideration of the potential impacts of health and safety, as well as the costs and the effects of the rule on the public and the regulated industry," the agency wrote in a Sept. 24 filing.

The restart changes are "reasonable and adequately explained," and any potential safety improvements from cutting back trucker workdays would be outweighed by a loss in productivity, the agency said.

The court brief was the first action from FMCSA in two separate lawsuits filed in February challenging different parts of the HOS rule in the U.S. Court of Appeals for the District of Columbia Circuit.

FMCSA asked the court to dismiss both cases, one from American Trucking Associations challenging the restart and another from a coalition of interest groups led by Public Citizen over the driving hours. The agency said the lawsuits lack merit and the court should defer to the agency's expertise and judgment.

ATA last week criticized FMCSA for asking the court to rely on its judgment.

FMCSA should be allowed to exercise its discretion only "if its rule is based on reasonable conclusions – from reliable evidence – that are adequately explained," Rich Pianka, ATA's deputy general counsel, told *Transport Topics*.

The brief showed that FMCSA "cannot demonstrate the reasonableness of its conclusions" in the rule, Pianka said.

Public Citizen and the other groups did not respond to requests for comment.

ATA said it will defend FMCSA's 11-hour limit in an Oct. 1 court brief. All the groups that brought the latest lawsuits are scheduled to file briefs responding to FMCSA by Oct. 24.

In briefs filed this summer, ATA said FMCSA's cost-benefit analysis regarding the restart provision relied on unjustifiable assumptions, while Public Citizen argued that keeping the 11-hour workday does not adequately prevent driver fatigue (7-30, p.4).

However, FMCSA took issue with both groups in its brief recently.

"The cost/benefit analysis is based on appropriate data and scientifically sound methodologies, despite petitioners' claims to the contrary," FMCSA said of ATA's argument. "The contention of ATA . . . that an unlimited restart is the only rational decision FMCSA could have made here is therefore incorrect."

On the 11-hour driving day, FMCSA said it "conducted a scientifically valid cost/benefit analysis on this issue, and [Public Citizen's] challenges to the assumptions methodologies of that analysis are unsound."

"If increased safety invariably trumped cost savings, then the agency would be required not only to reject an 11-hour limit in favor of 10 but to reject a 10-hour limit in favor of a safer 9-hour limit, and then to move down the scale of lower (and therefore 'safer') limits," FMCSA said.

The HOS rule, currently set to go into effect in July, limits use of the restart to once every seven days and requires two overnight periods within the restart. It also requires drivers to take half-hour breaks before working more than eight hours, another provision

ATA challenged.

Public Citizen, along with Advocates for Highway and Auto Safety, the Truck Safety Coalition and two truck drivers, are seeking to have the 34-hour restart completely eliminated.

A 2009 lawsuit, joined by Advocates and the Teamsters union, was settled when FMCSA agreed to reconsider the regulation, which resulted in the December rule. ▲

~ *Transport Topics* ~

FMCSA Applying New Severity Weights to Two Driver Disqualification Regs

FMCSA has announced that it will apply two enhancements to the roadside inspection system (ASPEN). The enhancements, developed along with state partners and the Commercial Vehicle Safety Alliance, are designed to improve the Safety Measurement System (SMS). SMS uses roadside inspections, reported through ASPEN, and crash data to prioritize motor carries for interventions.

This action came in response to stakeholder feedback that indicated that some commercial driver violations in SMS are for non-safety related reasons, such as failing to pay a parking ticket. Motor carriers often cannot detect these suspensions when doing required background or annual checks of a driver's driving record. The refinement to ASPEN will collect more precise data about drivers operating commercial motor vehicles (CMV) while disqualified to improve the Agency's ability to identify non-compliant and unsafe motor carriers.

Specifically, the enhancement will allow roadside inspectors to classify disqualified driver violations into different categories depending on whether the driver's license is:

- Suspended by the driver's license-issuing state or another state; and
- Suspended for a safety-related (e.g., speeding or false logs violations) or non-safety related (e.g., failure to pay parking tickets) reason.

The severity weight for any violation of 383.51 (a) – Driving a CVM (CDL) while disqualified – was eight.

Under the enhancements severity weights of violations of 383.51 (a) include:

- Driving a CMV (CDL) while disqualified (safety/state of record) (eight)
- Driving a CMV (CDL) while disqualified (safety/not state of record) (five)
- Driving a CMV (CDL) while disqualified (non-safety/state of record) (five)
- Driving a CMV (CDL) while disqualified (non-safety/not state of record) (one)

Before the enhancements, any violation of 391.15 (a) – Driving a CMV while disqualified – had a severity weight of eight.

Under the enhancements severity weights of violations of 391.15 (a) include:

- Driving a CMV while disqualified (safety/state of record) (eight)
- Driving a CMV while disqualified (safety/not state of record) (five)
- Driving a CMV while disqualified (non-safety/state of record) (five)
- Driving a CMV while disqualified (non-safety/not state of record) (one)

The enhancements were effective July 20 and are not applied retroactively. ▲



Bad IFTA Audit Detailed

Very few fuel tax audits ever get to a formal hearing, let alone into court. From time to time, to be sure, we hear anecdotes of bad audits, but these are ordinarily settled – or not – without much being available in writing. Here's an exception, an audit that went to formal hearing before an administrative law judge and came to a decision with a lengthy, detailed, *published* opinion, and where the taxpayer was able to show that the assessment presented by the state was without credible foundation. The ALJ cancelled that assessment, which originally, with interest, wasn't far short of \$1 million. We do not by any means claim that such bad audits are commonplace – they're not. Most auditors are more conscientious, and are better supervised, than seems to have been the case here. But suppose the carrier had been less well represented than it was, or too unsophisticated to appeal, or the ALJ less willing to listen – what would the outcome have been then? We won't summarize the opinion here, but have a look for yourselves: <http://www.dleg.state.mi.us/ham/tax/pdf/decisions/fuel/341589.pdf>. ▲

~ State Laws Newsletter ~

FMCSA to Hold Hearing on HOS Exemption

Federal regulators held a listening session near Dallas recently to hear comments on recent regulatory guidance that restricts use of an hours-of-service exemption for truckers involved in oil and gas exploration.

The Federal Motor Carrier Safety Administration's Sept. 27 session took place at the Hyatt Regency DFW near Dallas/Fort Worth International Airport and was open to the public.

The guidance, issued in June, states that only drivers who received "extensive" training and who are driving trucks "specially constructed for use on oil and gas sites" can use an HOS exemption that allows them to extend the 14-hour work day if they have to wait at a drilling site. ▲

~ Transport Topics ~



Rest Area Shut

In a reminder that winter comes early in the Rocky Mountains, the Colorado Department of Transportation has closed the Virginia Dale rest area for the season.

The rest area is on U.S. 287 at mile marker 383, about two miles south of the Colorado-Wyoming state line.

The rest area is closed because winter temperatures can freeze the water lines at the facility, CDOT said.

"When the spring temperatures warm up and there is no longer a risk of the lines freezing, we will reopen the rest area," said CDOT Maintenance Supervisor Tom Aquilar. ▲

~ Transport Topics ~

Colorado Chain Law Goes Into Effect for I-70

Vehicles weighing more than 26,000 pounds are required to carry snow chains while driving on Interstate 70 between Dotsero, Colo., and Morrison, Colo., the Colorado Department of Transportation said.

The law went into effect Sept. 1 and allows truckers to use the AutoSock, a fabric cover that slips over tires to improve traction, rather than chains.

CDOT said it has 21 lighted stations along I-70 to safeguard drivers chaining up. ▲

~ Transport Topics ~

IL Establishes Tax Tribunal

On August 28, 2012, Illinois Governor Quinn signed a bill (H.B. 5192) setting up a tax tribunal independent of the Illinois Department of Revenue. After Alabama and Georgia, Illinois is the third state to establish such a body this year. The new tribunal in Illinois will hear

disputes involving at least \$15,000 in tax (not counting interest and penalty), and will be staffed by up to four administrative law judges selected by the governor. Taxpayers bringing a case to the tribunal will not have to pay the disputed amount first, and the proceedings will be protected by confidentiality provisions. The new body will set to work next July 1. Businesses generally supported the legislation. ▲

~ State Laws Newsletter ~

Federal Jury Finds No Fault in KS 'Hot Fuels' Case

A September 24 jury verdict from the U.S. District Court in Kansas City, Kan. ruled that selling fuel that has not been adjusted for its temperature does not constitute deceptive practices and does not violate the Kansas Consumer Protection Act. At issue is whether customers were defrauded when buying fuel that is over 60 degrees. Fuel expands above 60 degrees and consumers argued that they are actually getting less than a gallon of fuel for their purchase price. Twenty-six cases filed across the country were consolidated into the class action suit in order to streamline the process. Presiding Judge Kathryn Vratil must still rule on whether the practice of selling such fuel was unconscionable. Judge Vratil has not stated when she would issue her ruling on that aspect of the case. ▲

LA/SLC LNG Corridor Finished

The press reports that with the opening of a liquefied natural gas fueling station in southern Utah, an LNG corridor between Los Angeles and Salt Lake City is now complete, with public access from the Interstate (I-15) to LNG fueling every 200 to 250 miles along the 700-mile route. LNG fuel stations are planned or already under construction at many places across the country, in anticipation of a shift by some interstate motor carriers from diesel to natural gas. ▲

~ State Laws Newsletter ~



MS Court Denies Appeal

The Mississippi Supreme Court has held that the state's courts had no jurisdiction to hear a tax appeal where the taxpayer had not fulfilled all the requirements for bringing that appeal. The taxpayer here had contested the state revenue agency's assessment of additional income tax, including interest and penalty, a sum approaching \$13 million. It had paid the amount in controversy in full, and the lower court had ruled for the taxpayer on the substance of its appeal. On appeal to the state supreme court, however, the state raised the jurisdictional issue. It pointed out that under state law at the time the appeal was brought, a taxpayer had to post a bond of double the amount at issue. The statute made no allowance for the alternative the taxpayer had followed, of actually paying the amount over to the state. The Supreme Court thereupon held that neither it nor the lower court had jurisdiction to hear the case, and dismissed it. *Mississippi Dept. of Revenue v. AT&T Corp.*, docket no. 2010-SA-02013-SC, decided September 6, 2012. While Mississippi law has been amended since this case arose, payment of a tax still evidently doesn't entitle a taxpayer to appeal its assessment. The case should serve as a reminder that jurisdictional requirements must always be observed. ▲

~ State Laws Newsletter ~

NY NJ Port Authority to Require RFID Tags

The Port Authority Board of Commissioners September 20 announced that trucks serving the port facilities will be required to use Radio Frequency Identification (RFID) technology. The RFID mandate will require each truck serving the port to be identified through its VIN number and other characteristics to enhance port officials' ability to identify vehicle that may pose a security risk. The RFID system also will allow the agency to ensure 100 percent compliance with its Truck Replacement Program, which removes older, dirtier trucks from the port complex. Currently, that program is monitored by random Port Authority Police Department checks as trucks exit terminal facilities. The agency expects the system to be in place by the second quarter of 2013. Once the system is online, all trucks seeking access to the port will be required to have a RFID tag installed. ▲

NYS Holds Maintenance Fees Exempt

The New York State Department of Taxation & Finance has ruled in an advisory opinion that no state sales tax was due on certain fees charged by a leasing company in connection with its vehicle-maintenance programs. As an outgrowth of the lessor's own needs for the maintenance of its leased vehicles, it offered third parties who operated their own fleets certain discounts for maintenance services and roadside assistance. The actual services were all performed by independent providers under contract to the lessor. They billed the lessor for their services, and the lessor in turn consolidated the charges, added its own mark-ups and administrative fees, and passed the totals along to its maintenance customers. The service providers also charged the lessor state sales tax on their charges for both services and parts. The taxes too were passed on to the lessor's customers (and were not subject to this opinion). In its contracts with its maintenance customers, the lessor characterized

itself as an administrative billing and processing agent, and in its opinion, the department in effect accepted this characterization. It noted that while the law imposed tax on installing, maintaining, servicing, and repairing property, the lessor wasn't engaged in any of these as far as its maintenance service was concerned. Instead, it solely provided management and oversight for its customers. The lessor did consult with customers on the necessity or not of a given service, but did not go so far as to diagnose a vehicle problem. So the state concluded that the lessor was not providing a taxable information service either. Dept. of Tax'n & Finance, Advisory Opinion, Petition no. S090901A, issued August 27, 2012 ▲

~ State Laws Newsletter ~

North Dakota: Speeding Fines

North Dakota lawmakers are supporting big increases in some of the state's highway speeding fines.

North Dakota has some of the region's lowest fines for speeders. They're also hard for law officers to calculate without using a chart.

The Legislature's Transportation Committee Aug. 22 endorsed raising the fines and making them easier to figure.

Now, someone who's caught driving 65 mph on a 55 mph road is fined \$10. Under the new bill, the fine would be \$50.

Someone going 80 mph on North Dakota's interstates highways would be fined \$50, instead of \$25.

The bill also would allow cities to increase their speeding penalties. ▲

~ Transport Topics ~

Trucks Restricted

Rhode Island transportation officials said the deteriorating condition of the Route 6/Route 10 interchange is prompting them to restrict truck travel in that area as a precaution.

The state Department of Transportation said Sept. 7 that trucks traveling east on Route 6 and south on the Route 6/Route 10 connector should use only the right travel lane beginning the weekend of Sept. 7.

Transportation officials said the Huntington Viaduct, which carries the highways and connecting ramps, is "structurally deficient and in need of rehabilitation." The viaduct was built in 1951.

RIDOT said it will seek to shore up the structure on a temporary basis until the deficiencies can be permanently addressed. ▲

~ Transport Topics ~

Virginia: Traffic Crackdown

A traffic enforcement effort targeting Virginia's interstate highways has yielded more than 2,500 violations.

Virginia State Police said troopers cited motorists on Interstate 95 for 942 violations during the Operation Air, Land and Speed crackdown Aug. 18. The violations included 349 speeding tickets, 84 reckless driving citations, 50 safety belt violations and one drug or felony arrest.

Troopers also made six felony or drug arrests among the 912 citations on Interstate 81. There were 580 speeding tickets, 79 reckless driving citations, 18 safety belt violations and one drunken driving arrest.

A total of 725 citations were issued on Interstate 64, including 375 for speeding, 77 for reckless driving, 29 for failing to buckle up, one for drunken driving and one drug or felony arrest. ▲

~ Transport Topics ~