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FMCSA Office of Communications News Clips No 1131

NEWS ACCOUNTS OF FATAL CRASHES INVOLVING CMVs

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|---------------------------------|--|
| C1. New York, Rensselaer County | 4 fatalities (SUV crossed center line, collided with tractor trailer at 5:00 a.m. on Route 7) |
| C2. New York, Staten Island | 1 (elderly woman walking with a cane, struck at crosswalk by tractor trailer) |
| C3. Kentucky, Boone County | 1 (22-year-old driver of car ran into back of semi on I-75; car driver charged with DUI) |
| C4. Kentucky, Scott County | 1 (tractor trailer reportedly ran a red light, collided with a pick-up truck at intersection) |
| C5. Texas, Hemphill County | 1 (tractor tanker overturned on entrance ramp of U.S. Highway 83; driver ejected, unknown if safety belt was used) |
| C6. Texas, Plano | 1 (pedestrian struck by United Van Lines moving truck around on US 75) |
| C7. Alabama, Randolph County | 1 (tractor-trailer involved in single vehicle crash at 1:30 a.m. on U.S. 431) |
| C8. Alabama, Lawrence County | 1 (83-year-old driver apparently failed to see 18-wheeler at intersection of Byler Road and Alabama 157) |
| C9. Iowa, Des Moines | 1 (motorcyclist collided with semitrailer truck and a car on I-35) |

- C10. Georgia, Decatur County 1 (SUV ran a stop sign, collided with a tractor trailer at intersection of Open Pond Road and Ga. 262)
- C11. Kansas, Coffey County 3 (SUV drove into the back of stopped dump truck that was attempting to turn left on U-75)
- C12. Kansas, Emporia 1 (20-year-old driver crossed center line, struck tractor-trailer at 12:15 a.m. on U.S. Highway 75)
- C13. New Mexico, McKinley C 1 (car drifted into the median, struck by semi truck on I-40)
- C14. Indiana, Owen County 1 (23-year-old driver of SUV crossed center line, collided with semi trailer on State Road 46)
- C15. California, Cathedral City 1 (pedestrian attempted to run across I-10, struck by semi-truck)
- C16. Pennsylvania, Luzerne C 1 (20-year-old SUV driver swerved for unknown reasons, stopped facing backward in lane, struck by tractor-trailer on I-80)
- C17. Pennsylvania, Tioga County 1 (tractor-trailer left Route 15 at 12:20 a.m.; 56-year-old driver, not wearing seat belt, 'cardiac event' possible)
- C18. Tennessee, Roane County 1 (two tractor trailers collide traveling west on I-40)
- C19. N. Carolina, Ashe County 1 (flatbed truck crossed center line, struck pickup; wet pavement may have contributed to collision)
- C20. Missouri, Randolph County 1 (MoDOT dump truck failed to yield to traffic, collided with pick-up truck at Highway 63 and Highway K)
- C21. Texas, Cherokee County 1 (pickup truck collided with a mobile home carried by a large truck on U.S. Highway 175)

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Media Advisory from CVSA; Monday, June 7, 2010

HEADLINE: CVSA STRESSES TRUCK, BUS SAFETY DURING INTENSIVE 72-HOUR INSPECTION; Officers Pull Trucks, Buses Off I-95 for Comprehensive Inspections

1. Transport Topics; week of June 7, 2010, issue

HEADLINE: DOT's LaHood Praises Trucking; Says It's 'Essential' to U.S. Freight

2. Transport Topics; week of June 7, 2010, issue

HEADLINE: U.S., Mexican Officials Express Frustration about Impasse Over Cross-Border Trucking

3. Transport Topics; week of June 7, 2010, issue

HEADLINE: Inspectors Prepare for 2010 Roadcheck Despite Budget Shortfalls, Staffing Cuts

4. Press release from Sen. Kent Conrad and Sen. Bryan Dorgan; Friday, June 4, 2010

HEADLINE: DELEGATION, CABINET SECRETARY HEAR FROM NORTH DAKOTA TRANSPORTATION STAKEHOLDERS

5. Press release from Road Safe America; Saturday, June 5, 2010

HEADLINE: ROAD SAFE AMERICA AND OTHERS URGE GOV. CRIST TO VETO DEADLY HB 1271 ALLOWING HEAVIER TRUCKS IN FLORI

6. Land Line: Friday, June 4, 2010

HEADLINE: OOIDA takes 'black box' rule to court

7. Land Line; Friday, June 4, 2010

HEADLINE: FMCSA to eliminate some required supporting documents

8. Land Line; Friday, June 4, 2010

HEADLINE: Jazzy Jordan joined in Washington by OOIDA, DOT representatives



Photo Caption: From left to right: Jon Mueller, Mike Joyce, Todd Solomon, Jazzy Jordan, Darren Buck, Dolores Macias and Helen Serassio.

9. The Trucker; Friday, June 4, 2010

HEADLINE: FMCSA issues new supporting docs policy for EOBRs tracking HOS

10. eTrucker.com; Commercial Carrier Journal; Friday, June 4, 2010

HEADLINE: FMCSA revamps supporting docs policy

11. School Transportation News; Friday, June 4, 2010

HEADLINE: FMCSA Issues Guidance on Using EOBR Data to Enforcing Hours of Service Regs

12. Transport Topics; week of June 7, 2010, issue

HEADLINE: Special Report on CSA 2010

www.ttnews.com/csa2010

STATE NEWS

13. Richmond (Virginia) Times-Dispatch; Sunday, June 6, 2010

HEADLINE: Investigation: Blind spots in GRTC driver oversight; Times-Dispatch reviewed more than 700 accident reports from the GRTC

http://www2.timesdispatch.com/rtd/news/local/article/GRTC06S3_20100605-213403/349286/

14. Press release from Wisconsin Department of Transportation; Friday, June 4, 2010

HEADLINE: ROADCHECK PROGRAM STRIVES TO PREVENT LARGE-TRUCK CRASHES

15. Press release from Georgia Department of Public Safety; Friday, June 4, 2010
HEADLINE: GEORGIA MOTOR CARRIER COMPLIANCE OFFICERS TO JOIN INTERNATIONAL ENFORCEMENT EFFORT

16. Associated Press (New York); Saturday, June 5, 2010
HEADLINE: Road Checks on NYS Thruway Next Week

17. WSYR-TV (Syracuse, New York); Friday, June 4, 2010
HEADLINE: State Police to inspect more trucks next week

OTHER NEWS

18. Press release from Schneider National; Friday, June 4, 2010
HEADLINE: American Trucking Associations President Bill Graves, VIPs to Honor Schneider National for 75-Year Commitment to Transportation

OTHER CRASH INCIDENTS AND FOLLOW-UP (7)

OC1. Tulsa World (Tulsa, Oklahoma); Friday, June 4, 2010
HEADLINE: Legal fees pile up in Arrow Trucking bankruptcy

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C1. Troy (New York) Record; Monday, June 7, 2010

HEADLINE: Two children among dead in crash



VIDEO:

<http://www.troyrecord.com/articles/2010/06/07/news/doc4c0c62716e9f2940963922.txt>

Byline: Katie Nowak, The Record

PITTSTOWN — Another accident on Route 7 claimed four lives early Sunday morning when an SUV and a tractor-trailer collided in Boyntonville.

State Police say preliminary reports indicate that the eastbound SUV, driven by a 42-year-old male from Bennington, Vt., crossed the center line around 5 a.m. and hit the westbound truck head-on. Three of his passengers, including a 40-year-old female passenger and two of her

children, a 10-year old boy and a 13-year-old girl, all from Bennington, were pronounced dead at the scene.

The driver was airlifted to Albany Medical Center Hospital, and died en route. He is not believed to be related to any of the passengers, said State Police Lt. George Port.

Another child of the woman killed, a 15-year-old girl, survived the crash. Pittstown Fire Chief Jason Harris says the girl was trapped under a seat in the car. She was transported to Albany Medical Center, where she is being treated for non-life-threatening injuries.

The driver of the tractor-trailer, a 54-year-old man from Brattleboro, Vt., was able to extricate himself from his vehicle after the crash. He was taken to Southwestern Vermont Medical Center in Bennington with minor injuries.

He was driving a refrigerated truck owned by United Natural Foods, Inc., a Connecticut-based company that distributes “natural, organic and specialty foods and related products including nutritional supplements, personal care items and organic produce,” according to the company Web site.

The tractor-trailer had to be pulled from a ditch on the side of the road.

Pittstown EMS, Mohawk Ambulance, Rensselaer County Emergency Management and State Police Aviation, as well as fire departments from Pittstown, Raymertown, Hoosick and Center Brunswick, all responded to the scene.

Harris said crews worked for over an hour to extricate the occupants of the SUV. He said it took one hour and 45 minutes to remove the driver.

“Our crews worked exceptionally hard this morning, and are consummate professionals,” Harris said. “They did an excellent job and worked under some extreme conditions this morning.”

This crash follows a string of fatal accidents in the area over the past few months. The last crash on Route 7 happened only a few miles away from Sunday’s accident on April 16.

Brian Nopper, 25, of Hoosick Falls, was killed in that crash when he crossed the center line near Tamarac Road and hit a box truck head-on.

First responders in the area had been having a hard time dealing with those crashes, and Harris said this accident was no exception.

“It’s a tough thing whenever you have this many people injured or killed at once,” he said. “But unfortunately it’s part of the job that they signed up to do.”

Route 7 was closed between Route 278 in Brunswick and Route 22 in Hoosick for most of the day while police attempted to reconstruct the crash.

Victims of the crash, whose names have not yet been released, were taken to Albany Medical Center Hospital where autopsies were expected to be conducted Sunday.

End.

C2. Staten Island (New York) Advance; Saturday, June 5, 2010

HEADLINE: Woman, 64, killed by truck in Port Richmond



Byline: Ben Johnson

A 64-year-old woman walking with a cane across Richmond Terrace yesterday was killed by a big rig that lurched into her from a stopped position at a stop light.

Therese Alonso of Port Richmond was a mother of two who lived alone under the care of a health aide in a nearby apartment building.

Using a cane because of a disability in her leg, she was walking toward the Star market at the corner of Port Richmond Avenue and Richmond Terrace with a neighbor, Alfred Christopher, when she was struck shortly before 9 a.m.

"The light was about to turn green when the truck went through," Christopher said. "I got past the truck, but the next thing I knew, he hit her. I don't think he saw her."

Police at the scene said the truck driver saw the man and called out to him, but didn't see the woman because she was in his blind spot. He hit her when he stepped on the brakes.

"I feel bad for the driver," said Ms. Alonso's neighbor, Patricia Walsh. "It's a dangerous intersection."

The tractor-trailer was operated by the Timothy D. Shaw Trucking Co., out of Orangeville, Pennsylvania.

EMS workers pronounced Ms. Alonso dead at the scene.

Alonso's home health aide, Dedra Jones, had reportedly gone out shopping for her before she returned to discover the tragedy. She told the New York Post: "She's strong-headed. She always goes out without me."

The Advance was unable to reach relatives of the victim as of last night.

No charges were filed against the driver; police said the investigation is ongoing.

End.

C3. NBC TV LEX 18 (Lexington, Kentucky); Monday, June 7, 2010

HEADLINE: Lawrenceburg Woman Dies In Crash



Photo Caption: A Lawrenceburg woman died and a Versailles man went to jail after a car crashed into the back of a tractor-trailer in northern Kentucky late Sunday night.

Police say Joseph C. Rauch, 22, of Versailles, was traveling southbound on I-75 in Boone County just before midnight when he ran his Toyota into the back of a southbound semi. Keli L. Wilson, 22, of Lawrenceburg, a passenger in the car, was pronounced dead at the scene.

Police arrested Rauch and charged him with DUI and second degree manslaughter. He is being held in the Boone County Jail.

Florence police ask any who witnessed the crash to call them at (859) 647-5420.

End.

C4. Georgetown (Kentucky) News-Graphic; Saturday, June 5, 2010

HEADLINE: Lawrenceburg man dies in bypass accident



Photo Caption: Major accident on bypass near Payne's Depot

An unidentified Lawrenceburg man died Friday evening from injuries he suffered in a two-vehicle accident on the bypass near Payne's Depot Road.

Scott County coroner John Goble pronounced the 40-year-old man dead at 7:50 p.m. at Georgetown Community Hospital.

The man's Chevrolet pickup was traveling west through the intersection of Payne's Depot and the bypass, when it was struck by a tractor trailer traveling west on the bypass, Scott County Sheriff's deputy Josh Hutchison said. The tractor trailer driver was uninjured.

Witnesses told Hutchison the tractor trailer ran a red light, though the Sheriff's office has not yet confirmed that information.

As of 8:30 p.m., the westbound lane of the bypass at the scene of the accident was still closed.

End.

C5. Amarillo (Texas) Globe-News; Sunday, June 6, 2010

HEADLINE: Ramp accident kills driver of rig

A 27-year-old Oklahoma man died Saturday afternoon after he was thrown from a tractor-trailer just south of Canadian.

The Department of Public Safety said Ryan Burk Lively of Sharon, Okla., was eastbound about 12:25 p.m. on U.S. Highway 60 when he exited onto the frontage road to merge onto U.S. Highway 83.

Troopers said Lively was unable to control his speed when he entered the entrance ramp and lost control of the Freightliner truck, which was pulling a tanker. The semi rolled at least once and Lively was ejected, DPS officials said. He was pronounced dead at the scene.

It wasn't known if Lively, who was alone in the truck, was wearing a seat belt, officials said.

End.

C6. Plano (Texas) Star Courier; Sunday, June 6, 2010

HEADLINE: Pedestrian hit, killed on highway



Photo Caption: A woman who parked her car along the side of the road was struck by a semi truck Friday afternoon on the northbound side of Central Expressway. The woman was killed instantly.

Byline: Zach Markovic

A female pedestrian was struck and killed Friday afternoon by a semi truck on Central Expressway.

The accident caused northbound U.S. 75 to close at Spring Creek Parkway for more than two hours as police secured the area. The accident occurred around 2:45 p.m.

Plano Police Department spokesman Rick McDonald said the woman was somewhere between 25 and 35 years old. Police believe a vehicle parked near the accident was hers.

They said it appears she stopped her car on the highway shoulder and began walking along the road. Police are not sure if as she walked, she stumbled out into the first lane or stepped out into the lane; but she was in the middle of the right-hand lane of traffic when she was struck by a United Van Lines moving truck.

"The traffic was not backed up at the time, so normal travel speed around that time would have been around 60 mph," McDonald said. "The truck driver could not stop in time or change lanes in time to keep from striking her."

The truck driver got out to administer aid, but the victim had died upon impact.

The woman was driving alone, said police. They are still investigating the incident and are unsure whether this was a suicide or an accident.

She was unidentified pending notification of next of kin.

End.

C7. Associated Press (Alabama); Sunday, June 6, 2010

HEADLINE: Truck driver killed in Randolph County accident

WEDOWEE, Ala. (AP) - A truck driver has been killed in a one-vehicle crash in Randolph County.

Alabama state troopers told The Birmingham News the crash occurred at about 1:30 a.m. Sunday on U.S. 431 about six miles north of Wedowee.

Troopers identified the truck driver as 45-year-old Kenneth Wayne Sparks of Midway. He was driving a tractor-trailer.

End.

C8. Decatur (Tennessee) Daily; Saturday, June 5, 2010

HEADLINE: Lawrence woman dies in wreck in Moulton

Byline: Nancy Glasscock, Staff Writer

MOULTON —Authorities have released the identity of a woman who died in a wreck Friday in Moulton.

Coroner Micah Coffey said Mary June Kitchens, 83, of Moulton, died when an 18-wheeler struck her vehicle at Byler Road and Alabama 157. Coffey said Kitchens died at 9:15 a.m.

Kitchens apparently didn't see the 18-wheeler, which was traveling south on Alabama 157, Coffey said.

He said the 18-wheeler swerved in an attempt to Miss Kitchens' vehicle. There were no passengers in Kitchens' vehicle.

End.

C9. Des Moines (Iowa) Register; Monday, June 7, 2010

HEADLINE: Motorcyclist killed in crash that closes interstate in West Des Moines

A motorcyclist was killed in a crash Sunday afternoon that left Interstate Highway 35 southbound closed north of the Grand Avenue exit in West Des Moines for about three hours.

The crash occurred when a group of motorcycles was going onto southbound I-35 from eastbound Grand Avenue. Two of the motorcycles were involved in a collision with a semitrailer truck and a car at about 2 p.m., West Des Moines police said.

One of the motorcyclists died at the scene. Another was taken to Mercy Medical Center with non-life-threatening injuries. Their names have not been released.

One of the southbound I-35 lanes reopened at about 5 p.m., according to the Iowa State Patrol. The interstate fully reopened around 6:30 p.m.

The crash is under investigation.

End.

C10. WALB-TV (Albany, Georgia); Sunday, June 6, 2010

HEADLINE Woman dies in Decatur County wreck

Byline: Wainwright Jeffers

ALBANY, GA (WALB) – A woman died in Decatur County yesterday after she ran a stop sign and her SUV slammed into a tractor trailer.

Troopers say 56-year-old Linda Harrison was headed east on Open Pond Road.

They say Harrison failed to stop at a stop sign at the Ga. 262 intersection.

The Chrysler Pacifica she was driving slammed into the side of the trailer, she died at the scene.

The driver of the rig was not seriously injured.

End.

C11. Topeka (Kansas) Capital-Journal; Saturday, June 5, 2010

HEADLINE: Coffey County crash kills three

BURLINGTON — The Kansas Highway Patrol has released the names of three people killed and four injured Friday afternoon when the SUV they were in rear-ended a stopped dump truck on US-75 highway, about four miles north of Burlington in Coffey County.

The highway patrol on its website identified those killed as Kris Devoe, 28, Lexi Tolbert, 7, and Payton Devoe, 4, all of Colony, a small community in Anderson County that the most recent Census Bureau estimate indicated had a population of 377.

Those injured were identified as Kayla Devoe, 27, of Colony; Johnathan S. Kilpatrick, 22, of Kincaid in Anderson County; and Megan Kilpatrick, 2, and Skylar Kilpatrick, 1, whose home cities weren't listed on the accident report.

The report said Kayla Devoe and Johnathan Kilpatrick were taken to The University of Kansas Medical Center in Kansas City, Kan., and Skylar Kilpatrick and Megan Kilpatrick to Children's Mercy North Hospital in Kansas City, Mo.

The report said Johnathan Kilpatrick was driving a 1999 Dodge SUV containing the others as passengers when the crash occurred at 2:26 p.m. Friday.

The southbound SUV struck the rear of a dump truck driven by Walter S. Snyder, 68, of Waverly in Coffey County, who was stopped facing south and attempting to turn east onto a county road, the report said. It indicated Snyder wasn't hurt.

The accident report said Skylar Kilpatrick and Megan Kilpatrick were in child-restraint devices while it was unknown if the others involved wore seat belts or were in child safety seats.

End.

C12. Emporia (Kansas) Gazette: Friday, June 4, 2010

HEADLINE: Topeka man dies in crash near I-35

Byline: Bobbi Mlynar

Jonathan Jeffrey Kaspar, 20, of Topeka died shortly after midnight Friday in a head-on collision on U.S. Highway 75, about two and a half miles north of Interstate Highway 35.

A report from the Kansas Highway Patrol stated that Kasper's vehicle, a 1997 Lexus, was southbound when it crossed the center line for unknown reasons and struck a northbound tractor-trailer truck.

The accident was reported at 12:11 a.m. Friday.

The second vehicle, a 2010 Peterbilt, was driven by Philip John Mulder, 52, of Doon, Iowa. Mulder, who was wearing a safety restraint, was taken to Coffey County Hospital for treatment.

The KHP report stated it was unknown whether Kaspar was wearing a safety restraint. Kaspar's body was taken to the Shawnee County Coroner's office.

No passengers were reported in either vehicle.

End.

C13. Associated Press (New Mexico); Saturday, June 5, 2010

HEADLINE: NC man killed after car hit by semi in New Mexico

A North Carolina man was killed Saturday morning when his car drifted into the median on Interstate 40 between Gallup and Grants, N.M., before being hit by a semi truck.

State police don't know why the car of 42-year-old Jose Ferraz of Wake Forest, N.C., drifted into the median. They ruled out alcohol as a factor and say Ferraz was wearing a seatbelt.

Police say after Ferraz drifted into the median, he tried to regain control of the car but it went into a clockwise spin. The car continued through the median and in the pathway of the semi truck, which then hit the car.

Ferraz was pronounced dead at the scene.

The driver of the semi, 42-year-old Aaron Thomas of Colorado Springs, Colo., was uninjured.

End.

C14. WIBQ-TV (Terre Haute, Indiana); Monday, June 7, 2010

HEADLINE: Crash Claims One Life



Bloomington (WIBQ)-Investigators are still trying to piece together an accident that claimed the life of a 23-year old Linton woman. The crash happened on State Road 46 near McCormick's Creek State Park early Saturday morning. Witnesses tell the Owen County Sheriff's Department that Michelle Wright's Chevy Blazer crossed the center line and collided with a semi trailer. She died at the scene of the wreck.

End.

C15. KPSP-TV2 (Los Angeles); Saturday, June 5, 2010

HEADLINE: Victim in Deadly Crash Identified

A 55 year old man, killed when he tried to run across a freeway in Cathedral City, was identified Saturday.

According to the Riverside County Coroner's Office, Todd M. Sand, of Palm Springs, was running across the eastbound lanes of Interstate 10 near Date Palm Drive around 6:45 p.m. Friday night when he was struck by a semi-truck.

Sand was pronounced dead at the scene.

CHP officers said they don't know why Sand was on the freeway.

End.

C16. Harrisburg (Pennsylvania) Express Times; Saturday, June 5, 2010

HEADLINE: Tracy Garis, 20, of Hellertown, killed in collision with tractor-trailer on Interstate 80



Photo Caption: Tracy A. Garis, of Hellertown, was killed in a two-vehicle crash Friday in Luzerne County.

Byline: Kurt Bresswein

A 20-year-old Hellertown woman was killed Friday in a collision with a tractor-trailer on Interstate 80 in Luzerne County, according to Pennsylvania State Police at Hazleton.

Tracy Ann Garis, a student at Penn College of Technology in Williamsport, was eastbound about 11:09 p.m. on I-80 when she swerved for unknown reasons, police said. Her 2006 Saturn Vue came to rest facing north in the left lane of travel near mile marker 270 in Foster Township, Pa.

The driver of a 2001 Freightliner saw another vehicle pull over to the right shoulder about 1/10 of a mile west of Garis' stopped car. The truck driver, identified as Gilhwan Sung, 32, of Elmhurst, N.Y., moved from the right lane into the left lane and was unable to see Garis' car in the middle of the road, police said.

The tractor-trailer struck the driver's side of Garis' car, causing severe damage to both vehicles, police said. Both vehicles continued northeast off the highway and traveled about 150 feet down a hill before coming to a rest, police said.

Garis lived on East Chestnut Street with her mother, Cheryl A. Garis. Her father, Edward Garis, lives in Lower Saucon Township.

Tracy Garis completed her second year in the dental hygiene program at Penn College of Technology, where she was a resident assistant and a member of the school's National Honor Society. She was a 2008 graduate of Saucon Valley High School.

End.

C17. Williamsport (Pennsylvania) Sun-Gazette: Friday, June 4, 2010

HEADLINE: Beech Creek man dies in crash



CHERYL R. CLARKE/Sun-Gazette

A crew works to remove the wreckage of a tractor-trailer truck that crashed early Thursday.

Byline: CHERYL R. CLARKE

MANSFIELD - David J. Wian, 56, of Beech Creek, a truck driver hauling sand used in the hydrofracturing process for the natural gas industry, died following a crash on Route 15 early Thursday morning.

According to borough police, Wian's northbound tractor-trailer left the roadway around 12:20 a.m., traveled across the median, both southbound lanes, the Route 6 on-ramp and then down an embankment, coming to rest about 50 feet off the southbound ramp at the Richmond Township line.

Wian was pronounced dead at the scene by Tioga County Deputy Coroner Ron Hagar at 1:50 a.m., according to Coroner Dr. James Wilson. An autopsy will be performed Lehigh Valley

Medical Center in Allentown, although Wilson said he thought Wian may have had a "cardiac event."

An autopsy may not reveal what killed Wian, who wasn't wearing a seat belt, Wilson said, and toxicology testing will take several weeks if that is the case.

According to witnesses on the scene, the rear transaxle of the rig was torn off as it traveled down the embankment and ended up in the yard of a house that sits at the end of a dead end street off Mulberry Road in Richmond Township.

The Route 6 southbound on-ramp was closed on and off until about 3:30 p.m. so the fuel and sand could be removed and the rig hauled from the gully.

The investigation into the accident continues.

Borough police were assisted at the scene by the Mansfield Fire Department, Mansfield University Police and the state Department of Transportation.

End.

C18. WBIR-TV NBC (Knoxville, Tennessee); Saturday, June 5, 2010

HEADLINE: Big rig collision on I-40 in Roane County kills Knoxville man, snarls traffic

An accident in Roane County Friday night claimed the life of a Knoxville man and left traffic snarled for hours.

The accident happened around 7:45, in the west bound lanes of I-40 at mile marker 340 near Harriman.

According to a Tennessee Highway Patrol report, 41-year-old Tony McMahan was driving west on Interstate 40 when his tractor trailer struck another tractor trailer driven by 50-year-old Jennifer Murray of St. Petersburg, Florida, and caught on fire.

McMahan died in the accident. Murray was injured.

Troopers said McMahan's truck was carrying auto parts. Murray's truck was hauling refrigerated food.

Troopers do not believe alcohol and drugs were involved in the accident. They say Murray was wearing a seat belt. It is not known if McMahan used one.

The accident backed up traffic for miles in the west bound lanes. Troopers detoured drivers away from the accident by instructing them to get off at the Harriman exit, take Highway 27 to Highway 70 west, then get back on the interstate on the other side of the wreck.

End.

C19. WATA – AM Radio 1450 (Boone, North Carolina); Saturday, June 5, 2010

HEADLINE: Ashe Accident Kills Crumpler Man

Written by Steve Frank

An Ashe man was killed Friday afternoon and another man was seriously hurt in a crash just north of Jefferson.

The report from Trooper R.K. Aldridge identified the man killed as 33-year old Travis Wayne Miller of Crumpler, the operator of a 1998 Dodge truck that was struck by a flatbed truck driven by Howard Wayne Barker, 57 of Lansing.

The Wade Bare Rd. collision occurred at about 12:20 when, according to the report, the truck Barker was driving crossed the center line and struck Miller's truck. Wet pavement may have contributed to the wreck, according to the State Patrol.

End.

C20. KOMU-TV8 NBC (Columbia, Missouri); Saturday, June 5, 2010

HEADLINE: MoDOT Responds to Teen Death

Reported by: Jena Pike

MOBERLY - While most students are wrapping up the school year with celebration, students at Moberly High School are starting their summer in grief.

"The real tragic thing about it is that it involved three young men, you know, the prime of their lives and it's going to affect all of them for the rest of their lives," MoDOT's Dan Niec said.

The traffic accident that took the life of 17-year-old Matthew Rudder Thursday also put the driver 18-year-old Christian Alvizo in serious condition.

According to the traffic crash report from police, the driver of the MoDOT dump truck, 25-year-old James Griffith failed to yield to traffic on Highway 63 while heading westbound on Highway K. He hit the Chevy S-10 Alvizo was driving in a northbound direction on the front passenger side where Rudder was sitting.

Alvizo improved to a fair condition at University Hospital Friday.

Debris is still spread around at the site: glass, shards of plastic, and a side-view mirror among other things, some as far as 30-40 feet from the spot in the median where the two vehicles went in after the collision.

The accident is under investigation, and Niec said MoDOT is taking it seriously.

"If for some reason there's a finding of a law broken, or a safety policy that was broken, then we would take appropriate actions."

Griffith willingly submitted to alcohol and drug tests as part of regular procedure. Results are not yet available.

Today Niec said he was heading to visit Griffith.

"I can tell you he was very distraught after the incident. He was visibly shaken up," Niec explained.

Thursday night, students held a candlelight vigil for Rudder. Vitt said this is the first time most students have dealt with the death of one of their own.

Moberly High School principal Aaron Vitt said Rudder was a good kid and a football player on close-knit team, leaving a positive impression on the students. There are no known funeral services set for Rudder at this time.

End.

C21. Jacksonville (Texas) Daily Progress; Saturday, June 5, 2010

HEADLINE: Wreck victims identified

Byline: Lauren LaFleur, Jacksonville Daily Progress

JACKSONVILLE — Jacksonville Police Department officials released the identities of the victims of Thursday's wreck on U.S. Hwy. 175 that killed one and injured another.

Brandon Austin Sherman, 25, was pronounced dead on the scene by Pct. 3 Justice of the Peace James Morris. Sherman was the driver of the vehicle.

Stephen MacDonald, 24, one of the vehicle's passengers, was badly injured, according to officials on the scene. He had to be sedated before being transported to East Texas Medical Center-Jacksonville. Messages and pages left for ETMC officials Friday were unreturned, so as of press time MacDonald's status was unknown.

Anthony Pierce, 25, another of the vehicle's passengers, was walking and talking at the scene of the accident, according to JPD officials, but was transported to Trinity Mother Frances-Jacksonville. He was treated and released.

Sherman was driving a blue Chevrolet 1500 Thursday when it collided with a mobile home carried by a large truck.

The pickup, travelling west on U.S. Hwy. 175, hit the mobile home, which was travelling east. The road was blocked for about two hours following the accident.

Authorities have not yet determined the cause of the accident. The case is still under investigation.

End.

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Media Advisory from CVSA; Monday, June 7, 2010

HEADLINE: CVSA STRESSES TRUCK, BUS SAFETY DURING INTENSIVE 72-HOUR INSPECTION; Officers Pull Trucks, Buses Off I-95 for Comprehensive Inspections

Contact: Laura Zabriskie, 301-830-6152

WHAT: Commercial Vehicle Safety Alliance www.cvsa.org; Maryland State Police www.mdsp.org

Tuesday Maryland State Police will be pulling commercial motor vehicles, including unoccupied motor coaches off the inner loop of I-95 screening vehicles that need to be inspected.

WHERE: FED EX Field, 1600 Fedex Way, Landover, MD 20785-4534

WHEN: 10:00 a.m., Tuesday, June 8, 2010

WHY: Maryland State Police are hosting the 2010 International Roadcheck Kickoff event to drive home the importance of comprehensive driver and vehicle safety inspections of trucks and buses and on enforcing safety belt use. "Roadcheck," sponsored by the Commercial Vehicle Safety Alliance (CVSA), dispatches 10,000 federal, state, provincial and local inspectors to more than 1,500 locations over a 72-hour period across the continent to conduct comprehensive North American Standard Level I Inspections.

SPEAKERS: Francis "Buzzy" France, President, Commercial Vehicle Safety Alliance
Colonel Terrence B. Sheridan, Superintendent, Maryland State Police
Anne Ferro, Administrator, Federal Motor Carrier Safety Administration
Victor Mendez, Administrator, Federal Highway Administration
Peter Appel, Administrator, Research and Innovative Technology Administration
John Saunders, Executive Board Member, Governors Highway Safety Association
Rob Abbott, Vice President-Safety Policy, American Trucking Associations
Doug Morris, Director of Security Operations, Owner Operator Independent Drivers Association
John Conley, President, National Tank Truck Carriers, Inc.
Jerry Gabbard, Vice President, Continental Corp.

Visuals: Narrated commercial motor vehicle and driver safety inspections
Truck equipped with Continental Driver Assistance System technology
Roving patrol vehicle demonstrations
Emissions and noise testing demonstrations
Canine unit and Drug Recognition Experts (DRE)
Portable Scale demonstrations
Tour of mobile command center
Performance-Based Brake Inspection (PBBT) demonstration

End.

1. Transport Topics; week of June 7, 2010, issue

HEADLINE: DOT's LaHood Praises Trucking; Says It's 'Essential' to U.S. Freight

Byline: Sean McNally, Senior Reporter

Trucking will continue to be "an essential component" of the nation's freight system, Transportation Secretary Ray LaHood told American Trucking Associations President Bill Graves, responding to Graves' recent letter complaining of "misleading" statements about trucking by LaHood and others in DOT.

LaHood's June 2 letter praised trucking's "remarkable" advances in safety and the environment and said that even as DOT pushes for more intermodal freight transport, trucking will continue to play a key role in the nation's freight system.

LaHood was responding to Graves' April 30 letter that criticized a number of perceived slights against trucking in DOT's rhetoric on livability and other transportation policies.

LaHood wrote that by improving all modes of transportation, including trucking, the country could "advance intermodal solutions that achieve maximum efficiency."

"Some optimal solutions may be limited to a single freight mode, while others will require integration of two or more modes," LaHood stated. "The unique advantages of truck transportation will be instrumental in helping the department reach these solutions."

In a June 3 statement, Graves said he was "pleased that the Secretary has responded in a way that makes it clear that, as his letter says, 'without a strong and efficient truck transportation system, the nation's standard of living would suffer.'"

Graves thanked the secretary for "acknowledging the trucking industry's success in improving energy efficiency, reducing emissions, lowering accident and fatality rates, and for supporting efforts by President Obama to reduce greenhouse gas emissions."

Earlier, Graves had pointed out that trucks are projected to haul 71% of the nation's freight in 2020, while only 1.8% of goods will move intermodally.

"Truck transportation carries a major share of freight in the nation and will continue to play an essential role in ensuring the economic health of the country and maintaining the United States' position as a leader in international trade," LaHood wrote.

Praising the trucking industry's commitment to safety and improving its environmental record, LaHood called the industry's achievements "remarkable."

"I fully expect that the trucking industry will continue to make these kinds of improvements, while advancing our economy and making our communities safer and more livable," he wrote.

In his letter to LaHood earlier this spring, Graves said the rhetoric used by the secretary and other Obama administration officials when talking about its livability programs and desire to shift freight to other modes of transportation such as railroads or waterways was "misleading to the public" and "factually incorrect," warning that it could "breed irresponsible policy."

Graves' letter emphasized comments made by LaHood in which the secretary said that much of the administration's federal stimulus funds went to freight rail projects to "take gas-guzzling trucks off the road."

In a later interview with Transport Topics, Graves said he expected DOT to be an advocate for all modes of transportation, but that LaHood's "rhetoric seems to suggest there are favorites."

LaHood replied that he was "a strong advocate for improving all of our nation's freight transportation systems so that we can take advantage of the economic, safety, energy and environmental advantages inherent in each mode."

End.

2. Transport Topics; week of June 7, 2010, issue

HEADLINE: U.S., Mexican Officials Express Frustration about Impasse Over Cross-Border Trucking

Byline: Sean McNally and Eric Miller, Staff Reporters

U.S. efforts to resolve the ongoing dispute with Mexico over cross-border trucking have stalled, rankling officials on both sides of the border.

“It keeps mounting,” a Mexican official with knowledge of the situation said about the inability of the United States to come up with a suitable plan for re-opening the border to Mexican trucks. He said the country was close to imposing a second round of tariffs on U.S. goods exported to Mexico.

The same official said that the Mexicans were “not expecting anything” during President Felipe Calderon’s Washington visit last month and warned U.S. officials of mounting pressure.

The Mexicans told U.S. officials that they wouldn’t be able to simply continue, saying, “We hope for a resolution” and that “we would need to raise the level of our concerns because of the domestic pressures the president faces on this one,” the official told Transport Topics.

In April, the two countries agreed to form a working group to resolve the issue, but a spokeswoman for the U.S. Department of Transportation said no group has yet been named.

“Once the U.S. finalizes a proposal that will be shared with Congress and the Mexican government, representatives from the two governments will meet and negotiate the terms of the new program,” Olivia Alair told TT, but added she didn’t know when a proposal would be finalized.

Nkenge Harmon, deputy assistant U.S. Trade Representative, said that she had no information about the working group or a timeline for resolving the dispute. She said only that the administration was “committed to working with the government of Mexico to resolve the dispute in a manner that is consistent with our international obligations and that ensures our roads are safe.”

In March, Mexico threatened a new round of tariffs if the border was not opened to longhaul cross-border trucking.

Tariffs on \$2.4 billion worth of exports were imposed in March 2009, and Mexico is “close” to issuing a second round of tariffs, the official said. “The list is already ready. I’d say it is more a matter of weeks than months.”

“Plain and simple, the U.S. must comply with its international obligations,” the official said, adding that a new pilot program replacing the cross-border agreement that Congress ended March 2009 may be acceptable.

“If it is accompanied by a specific time frame and a specific set of commitments that would allow us to move to a comprehensive holistic solution, then obviously we would accept an interim program,” the official said.

The North American Free Trade Agreement said Mexican trucks should be allowed to deliver to destinations in the United States, but a moratorium and lawsuits blocked them until 2007 when the Bush administration launched the pilot.

The tariffs have led some in Congress to push the Obama administration to seek a settlement.

In a June 1 letter to President Obama, Sen. Patty Murray (D-Wash.), chairwoman of the Senate Appropriations subcommittee that oversees DOT, said “now is the time to take the next step forward.”

“Unless action is taken immediately there is a good chance that this shift in exports will lead to continued job losses and have a long-term impact on our economy,” said Murray, who had opposed the initial program.

In May, Transportation Secretary Ray LaHood told Murray’s committee that a decision on the Mexican issue was “closer than soon.”

Business officials said they felt that administration statements have been mostly cosmetic.

“There’s been a little bit more lip service out there, I think to calm nerves,” said Dave Akers, vice president for C.R. England’s Mexican division. “They’ve been very vague and ambiguous on timing. Statements like ‘We very quickly would like to have a solution,’ and ‘We see getting this resolved sooner rather than later,’ those kinds of things.”

Akers told TT that he believed that Mexico has succeeded “in keeping the issue at the forefront, the top paper in the inbox kind of thing.”

“We continue to hear that the Obama administration is ‘close’ to announcing a proposal to resolve the issue, and that we will ‘soon’ see a plan. American manufacturers could use resolution of this as ‘soon’ as possible to aid economic recovery and prevent the further loss of jobs,” said Doug Goudie, director of international trade policy for the National Association of Manufacturers.

End.

3. Transport Topics; week of June 7, 2010, issue

HEADLINE: Inspectors Prepare for 2010 Roadcheck Despite Budget Shortfalls, Staffing Cuts

Byline: Michele Fuetsch, Staff Reporter

Despite lean budgets and staff cuts because of the recession, more than 9,000 state, federal and provincial law enforcement officers are expected to be deployed at 1,500 locations across North America to inspect commercial trucks and buses during the annual Roadcheck event from June 8-10.

Organizers said they hope to maintain the record set in last year's Roadcheck, when 72,255 roadside inspections were conducted in the United States, Canada and Mexico over a 72-hour period.

"Obviously, we'd like to continue to raise it," said Stephen Keppler, interim executive director of the **Commercial Vehicle Safety Alliance**, which co-sponsors Roadcheck with the **Federal Motor Carrier Safety Administration**.

"This year it's been difficult on the states, budgetwise. There's a lot of layoffs. There's furloughs," Keppler said.

As examples, Keppler noted that Indiana laid off half of its commercial vehicle inspectors and Michigan cut one-third of its inspectors.

"Even though the [trucking] industry's seen an upturn in the economy, the states aren't," he said, adding that states including California and Maryland are furloughing inspectors as an alternative to layoffs.

Still, Keppler said, inspectors at this year's Roadcheck are hoping that budget concerns in the statehouse have not undercut safety awareness on the highway.

"I think it's a growing realization that safety actually does impact the bottom line," he said. "If you look at the most profitable companies in the industry, it's not surprising that they're also, generally, the most safe."

During last year's Roadcheck, CVSA recorded the highest ever overall driver compliance rate — 95.7%. There was also a record 22.2% improvement in safety belt compliance over the previous year.

In addition, the rate of fatalities in accidents involving trucks has fallen for four years in a row.

CVSA said that for the second consecutive year, officers in the United States also will be checking whether the truck owners have paid Unified Carrier Registration fees, mandated by the federal government in 2007.

UCR revenues are sent to the states to help pay for safety enforcement at the local level.

In a statement promoting Roadcheck, FMCSA Administrator Anne Ferro said it "places a much deserved spotlight on commercial vehicle safety and on the thousands of highly-trained professional inspectors who strive to ensure that every motorist on our roadways reaches their destination safely."

Ferro and other officials from FMCSA, CVSA and the trucking industry will speak at a Roadcheck kickoff on June 8 in Landover, Md.

The Canadian Council of Motor Transport Administrators, Transport Canada and the Secretariat of Communications and Transportation in Mexico also help sponsor Roadcheck.

Of the more than 72,000 Roadcheck inspections conducted last year, 56,486 were Level 1 — the most comprehensive. These in-spections include checking driver licenses and medical

examiner's certificates, along with such items on the vehicles as steering mechanisms, brakes, exhaust systems, coupling devices, suspension systems and tires.

CVSA is a nonprofit organization made up of the federal, state, provincial and territorial motor carrier safety inspectors and officials. But CVSA also has more than 200 "associate members," which are generally trucking fleets.

Keppler said that when he compares the safety records of the associate members with national averages, "every single safety metric is hugely better."

End.

4. Press release from Sen. Kent Conrad and Sen. Bryan Dorgan; Friday, June 4, 2010

HEADLINE: DELEGATION, CABINET SECRETARY HEAR FROM NORTH DAKOTA TRANSPORTATION STAKEHOLDERS

BISMARCK, ND -- Senators Kent Conrad and Byron Dorgan and Congressman Earl Pomeroy were joined by U.S. Secretary of Transportation Ray LaHood this afternoon to gather information on the transportation needs of North Dakota and rural America as Congress prepares to write a new highway bill. Senator Conrad invited Secretary LaHood to North Dakota to hear firsthand the challenges state, tribal, and local governments face in the more rural parts of the country in maintaining a strong transportation network.

"As we begin the important work of writing a new highway bill, it's critical that officials from both the executive and legislative branches of the federal government understand the unique transportation needs of rural America," Senator Conrad said. "I appreciate Secretary LaHood's interest in the stories and information he heard here today and look forward to working with him and our state, tribal and local partners to build a 21st century transportation network in North Dakota."

"A solid highway bill is critically important to North Dakota, because we have more roads per capita to maintain than other states," Senator Dorgan said. "A new highway bill must also address the infrastructure needs of North Dakota's growing energy industry. I'm pleased Secretary LaHood is in North Dakota today to meet with us about our state's needs."

"In North Dakota, one thing we've got plenty of is wide open spaces. That means our economy depends heavily on our roads and other transportation infrastructure," Congressman Pomeroy said. "Congress will soon be writing a new transportation bill, and it's critical to North Dakota that we get this right. I'm pleased that Secretary LaHood agreed to come to North Dakota and hear directly from our citizens what direction we need to go to keep our rural economy strong."

Following opening remarks from Secretary LaHood and Senator Conrad, the federal leaders heard reports from local stakeholders who met earlier in the day in breakout sessions focused on transportation's role in rural economic development and the challenges in transporting goods from rural America to the global market. Secretary LaHood and Senator Conrad then solicited feedback from community and tribal leaders on how the surface transportation bill should take shape.

The congressional delegation noted that the success of North Dakota's energy, agriculture and manufacturing industries is uniquely dependent on a roadway transportation infrastructure.

Secretary LaHood heard directly from representatives of those industries whose livelihood relies on the safety and availability of North Dakota's more than 11,000 miles of highway.

Senator Conrad said the Highway Bill is particularly important for states like North Dakota, which benefited from a \$1.5 billion investment in the state's infrastructure from the last highway bill.

Officials from Devils Lake also participated in today's conference at Senator Conrad's invitation. Leaders from the Lake Region detailed their unique rail and roadway transportation challenges in the face of record lake levels.

The "Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users," originally approved in 2005, expired last year and Congress is currently working on a replacement bill to cover the next six years.

Following is a list of today's conference participants:

Governor John Hoeven

Deputy Secretary John Porcari U.S. Department of Transportation

Connie Sprynczynatyk Vice Mayor, City of Bismarck

Darin Bergquist Secretary, South Dakota Department of Transportation

John Cox Director, Wyoming Department of Transportation

Jim Lynch Director, Montana Department of Transportation

Francis Ziegler Director, North Dakota Department of Transportation

Gene Griffin Director, Upper Great Plains Transportation Institute North Dakota State University

Chairman Charles Murphy Standing Rock Sioux Tribe

Mayor Fred Bott City of Devils Lake, North Dakota

Jill Hough Program Director, Small Urban and Rural Transit Center NDSU

Victor Mendez Administrator, Federal Highway Administration, U.S. DOT

Jasper Schneider North Dakota State Director, USDA Rural Development

Thomas Balzer Executive Vice President, North Dakota Motor Carriers Association

Commissioner Brad Bekkedahl City of Williston, North Dakota

Bill Bronrott Deputy Administrator, Federal Motor Carrier Safety Administration, U.S. DOT

Brian McGregor Supervisory Agricultural Marketing Specialist, USDA

Richard Schlosser Chairman, Dakota Pride Cooperative

Jack Wells Chief Economist, U.S. Department of Transportation

End.

5. Press release from Road Safe America; Saturday, June 5, 2010

HEADLINE: ROAD SAFE AMERICA AND OTHERS URGE GOV. CRIST TO VETO DEADLY HB 1271 ALLOWING HEAVIER TRUCKS IN FLORI

Saturday, 05 June 2010 -- Highway safety advocacy group Road Safe America and others concerned about more death and injury on Florida's roads are urging Gov. Charlie Crist to veto House Bill 1271, which includes raising the maximum weight carried by Florida trucks from 80,000 pounds to 88,000 pounds.

Road Safe America (www.roadsafeamerica.org) predicts the 10% increase in total weight without requiring any additional axles or brakes for control or stopping power will cause more wrecks as the heavier trucks take longer to stop and are harder to maneuver in an emergency.

"Floridians must ask themselves 'Who benefits from Governor Crist's raising the weight limit? And why is he willing to do this as a lame duck governor?'" declared Tom Hodgson, Executive Director of Road Safe America.

Nationwide, the weight limit for heavy commercial vehicles has been 80,000 pounds for years. This weight is 20 to 30 times the weight of an average passenger vehicle, and statistics show that these loaded trucks take more than three times the distance to stop as a passenger car when both are traveling at the same speed.

This deadly combination of weight and speed ensures that the person in the car will be the victim should they collide. Adding an additional 8,000 pounds to an 18-wheeler without requiring them to go slower is bound to make Florida's highways more dangerous.

Road Safe America is not the only organization that disagrees with House Bill 1271. The Florida Coalition for Safe Highways asked Gov. Crist to veto the bill and considers it to be a safety hazard as well.

"The dangers of increasing tractor-trailer truck weights are well known - they are harder to stop, steer and more vulnerable to roll over during a crash," said Tom Guilmet, the Executive Director of the Florida Safety Council. "But, by far, the most compelling objection to heavier trucks is the fact that they will cause more deaths and injuries on our highways."

According to statemaster.com, Florida currently ranks as the 20th least safe state when it comes to large truck fatalities per capita. Not only is Florida ranked poorly in truck safety, but the state's laws also allow trucks and passenger cars to travel at the same speed, 70 mph. It is obvious that slowing trucks down makes for safer highways. California, which has a speed limit of only 55 mph for trucks, is the 7th safest state according to statemaster.com.

What this argument comes down to is money. Trucking companies want to be able to ship more goods without having to hire another driver.

Heavy commercial vehicles should be limited to carrying no more than 80,000 pounds. Also, Road Safe America wants all large commercial vehicles required to set their on-board speed governors, which are already installed at the factory as standard equipment, at 65 mph or slower. These two simple steps would keep trucks traveling at speeds that are safer for all travelers on our nation's roads.

Road Safe America is not anti-trucking or anti-trucker. We recognize the vital role truckers play in our economy. But we are adamantly pro-safety and believe that our highways can be safer with common sense rules that slow down the big trucks and use technology that is already available to make them safer.

End.

6. Land Line: Friday, June 4, 2010

HEADLINE: OOIDA takes 'black box' rule to court

Byline: Jami Jones, senior editor

Friday, June 4, 2010 – The Owner-Operator Independent Drivers Association filed kickoff paperwork for a legal challenge of the impending electronic on-board recorder regulation.

The Association and three members filed a petition for review with the United State Court of Appeals for the Seventh Circuit on June 3. In addition to OOIDA, the plaintiffs include OOIDA Members William J. Culligan, Adam D. Burnett and Douglas A. Oldham.

The final rule under challenge mandates that motor carriers with a 10 percent or greater occurrence of non-compliance with hours of service regulations in a single compliance review will be subject to mandated use of the electronic devices for two years.

“At this particular point the agency is moving ahead, with what they would call a relatively small handful of bad actors,” Spencer said. “That doesn’t mean tomorrow they won’t say ‘the world’ – and it also means that Congress could do the same thing.”

The agency, in fact, has kept a broader EOBR mandate on its regulatory agenda and reiterated its intention to move forward by the end of the year in recent regulatory guidance issued by the agency on hours-of-service supporting document requirements.

In that guidance, the agency states its intention to propose that EOBRs be required for “considerably more motor carriers and drivers.”

Spencer said that before FMCSA or Congress moves forward with any sort of broader mandate, the Association believes questions such as does the mandated use of electronic on-board recorders make any sense in terms of cost, regulatory burden and their real effectiveness on highway safety must be answered.

“We’re laying down a marker in the court and saying ‘show it, prove it,’ ” Spencer said.

The court will set a schedule for briefs and filings for arguments.

The EOBR rule officially went into effect June 4. The compliance deadline for the regulation is June 4, 2012.

“Once the regulation is ‘on the books,’ affected carriers are allowed a two-year period to come into compliance. Starting June 4, 2012, and thereafter, affected carriers found to be non-compliant will be subject to the full force of applicable sanctions and penalties for violating that particular Federal Motor Carrier Safety Regulation,” FMCSA spokesman Duane DeBruyne told Land Line.

“This window is intended to allow affected carriers to research and select products and vendors, train drivers, make business plans for the financial outlays required for equipment and service, etc.”

End.

7. Land Line; Friday, June 4, 2010

HEADLINE: FMCSA to eliminate some required supporting documents

Byline: Jami Jones, senior editor

Truckers needing to back up their hours-of-service compliance won't have to hang on to as many supporting documents once FMCSA issues a new guidance on the rule.

The amended guidance was posted to FMCSA's website on Friday, June 4. The agency routinely provides "guidance" on various regulations to assist police, DOT officers and agency staff when making enforcement decisions.

Previously, guidance for regulation 395.8(k)(1) lists more than 30 examples of supporting documents motor carriers that do not use qualified electronic mobile communication or tracking technology need to retain. The newly issued guidance eliminates several of the documents.

FMCSA will no longer consider the following to be supporting documents:

- * Driver call-in records;
- * International Registration Plan receipts;
- * International Fuel Tax Agreement receipts;
- * Trip permits;
- * Cash advance receipts; and
- * Driver fax reports (cover sheets).

However, the following documents will still be on the required list provided by the new guidance:

- * Bills of lading;
- * Carrier pros;
- * Freight bills;
- * Dispatch records;
- * Electronic mobile ;
- * Communication/tracking records (as explained below);
- * Gate record receipts;
- * Weigh/scale;
- * Tickets;
- * Fuel receipts;
- * Fuel billing statements;
- * Toll receipts;
- * Toll billing statements
- * Port of entry receipts;
- * Delivery receipts;
- * Lumper receipts;
- * Interchange and inspection reports;
- * Lessor settlement sheets;
- * Over/short and damage reports;
- * Agricultural inspection reports;
- * Driver and vehicle examination reports;
- * Crash reports;
- * Telephone billing statements;
- * Credit card receipts
- * Border crossing reports;

- * Customs declarations; and
- * Traffic citations and
- * Overweight/oversize permits.

According to the new guidance, for motor carriers using the qualified electronic mobile communication or tracking technology, FMCSA will no longer require the following supporting documents:

- * Gate record receipts;
- * Weigh/scale tickets;
- * Port of entry receipts;
- * Delivery receipts;
- * Toll receipts;
- * Agricultural inspection reports;
- * Over/short and damage reports;
- * Driver and vehicle examination reports;
- * Traffic citations;
- * Overweight/oversize reports and citations;
- * Carrier pros;
- * Credit card receipts;
- * Border crossing reports;
- * Customs declarations; and
- * Telephone billing statements.

[Click here to read the complete guidance.](#)

End.

8. Land Line; Friday, June 4, 2010

HEADLINE: Jazzy Jordan joined in Washington by OOIDA, DOT representatives

Byline: Charlie Morasch, staff writer

After spending months traversing dusty plains, rural hills and Appalachian Mountains, Jasmine Jordan was joined by a crew of dedicated OOIDA and U.S. Department of Transportation representatives Thursday while running through Washington, DC.

Jasmine, who also goes by Jazzy, is the 17-year-old daughter of OOIDA Life Members Lee and Paulette Jordan of Dalton, MN. She is running from California to New York to increase awareness of truckers who lack medical insurance and to raise money for the St. Christopher Truckers Development and Relief Fund, a Knoxville, TN-based nonprofit group.

Jazzy ran through heavy rains Thursday evening from the Arlington Cemetery past the Lincoln Memorial, the Vietnam War Memorial, on to Constitution Avenue, past The White House and the Washington Monument to the Hill below the Capitol.

She was joined by OOIDA Director of Legislative Affairs Mike Joyce; DOT and FMCSA representatives Jon Mueller and Dolores Macias; Darren Buck of DOT's Federal Highway Administration; and Todd Solomon and Helen Serassio of DOT.

The DOT's Serassio, an ultra-marathoner who has run 100 miles at a time, talked often with Jazzy throughout the run.

"Jazzy really appreciated the support she got from the DOT and FMCSA staffers," Joyce said.

Joyce said running past Capital monuments and historic buildings was inspiring. He also enjoyed seeing the Jordans interact with locals, telling them how far and why she chose to run across America.

Joyce said OOIDA's Washington, DC, office, which works daily with federal regulators and legislative offices to ensure truckers' voices are heard in the political, was glad to send him to run with Jazzy.

"To actually interact with Lee, a trucker, and to talk about the St. Christopher Fund – a cause that is so important to truckers – it gives us an added boost of energy," Joyce said. "The spirit of the American trucker is alive and well in Lee Jordan, and for that we are all beneficiaries."

Transportation Secretary Ray LaHood recently responded to OOIDA Life Member Michael Frybarger's post on the social networking site facebook.com. Frybarger thanked DOT for sending several representatives to run with Jazzy, and LaHood responded.

"Thank you, Michael," LaHood wrote. "Proud to know DOTers will be out in support. I'll be telling Jazzy's story for all to read on my blog this Monday, but I want everyone to know right now that she is a true American hero!"

"The Secretary of Transportation is right on target. ... Jazzy is a true American Hero!" Joyce said immediately after running. "She is an amazing girl with a true focus on her goal."

Lee Jordan said he enjoyed seeing the monuments, but plans on returning to Washington, DC, soon to spend more time seeing the historic buildings up close. He thanked Joyce and OOIDA for helping organize Jazzy's run through the District of Columbia.

Following the run through DC, the group crossed into Maryland, stopping at Brentwood. Jazzy, however, resumed her run for three more miles.

"Mike was great," Lee said. "She was struggling a little bit at the end, and he did the final three miles with her. It really helps Jazzy when she has people running alongside her."

End.

9. The Trucker; Friday, June 04, 2010

HEADLINE: FMCSA issues new supporting docs policy for EOBRs tracking HOS

Byline: Barb Kampbell, The Trucker Staff

WASHINGTON — Motor carriers who want to take advantage of the less burdensome supporting documents retention requirements offered in a new policy issued June 4 may do so, but then are precluded in HOS enforcement proceedings from challenging the accuracy of their own electronic mobile communication/tracking records.

However, this policy is not intended to address motor carriers that use EOBRs under the terms of a remedial directive and EOBRs or automatic on-board recording devices under the terms of a settlement agreement. Those carriers under the remedial directive or settlement agreement must comply with the terms of that directive or agreement, including requirements to retain particular documents.

The new policy is effective in early July [30 days from publication on the Federal Register]. Comments may be submitted on or before July 9 at regulations.gov for this policy which is Docket No. FMCSA-2010-0168.

“This policy is intended to be used by enforcement personnel as guidance in making enforcement decisions,” the policy document stated. “Nothing in this Policy is intended to alter a motor carrier’s duty to ensure that its employees and agents are complying with all applicable regulations. A motor carrier is responsible for the acts and omissions of its employees and agents with respect to regulatory compliance.”

Supporting documents are motor carriers’ records that are maintained in the ordinary course of business and may be used by the motor carrier to verify information recorded on the driver’s Record of Duty Status (RODS).

FMCSA will no longer consider the following to be “supporting documents” for HOS purposes and will not require motor carriers to maintain and produce such documents pursuant to 49 CFR § 395.8(k)(1):

- Driver call-in records
- International registration plan receipts
- International fuel tax agreement receipts
- Trip permits
- Cash advance receipts, and
- Driver fax reports (cover sheets).

FMCSA rescinded the list of examples of supporting documents in the April 4, 1997, Guidance Question 10 and provides the following updated, shorter list: bills of lading, carrier pros, freight bills, dispatch records, electronic mobile communication/tracking records, gate record receipts, weigh/scale tickets, fuel receipts, fuel billing statements, toll receipts, toll billing statements, port of entry receipts, delivery receipts, lumber receipts, interchange and inspection reports, lessor settlement sheets, over/short and damage reports, agricultural inspection reports, driver and vehicle examination reports, crash reports, telephone billing statements, credit card receipts, border crossing reports, customs declarations, traffic citations and overweight/oversize permits and traffic citations.

Motor carriers without qualifying electronic mobile communication/tracking technology must continue to retain other supporting documents that may be used to verify information on the driver’s RODS.

For each vehicle for which a motor carrier seeks to take advantage of the less burdensome supporting documents retention requirements available under this Policy, the motor carrier must show that the electronic mobile communication/tracking records have the characteristics below:

- Positioning Frequency: The system must be set up to communicate position location at a rate of at least one time per hour, per vehicle, while the vehicle is in motion.

- Vehicle Integration: The system must be integrally synchronized with the vehicle.
- Report Functionality: The system must be capable of generating upon demand a document/record, either printed (paper) or electronically rendered (spreadsheet, portable document format, tagged image file format or other commonly available software format), showing the required report content.
- Report Content: The position history report must include, at a minimum, vehicle identification information, date, time, proximity location (reference points), and latitude and longitude for each position communication, and
- Retention: Motor carriers must maintain position history reports for a period of six months.

Other statutes and/or regulations may require the retention of certain listed documents. This policy does not affect a motor carrier's responsibility to comply with these other statutes and/or regulations.

The complete policy may be viewed here:

http://www.fmcsa.dot.gov/documents/rulesregs/hos/FMCSA-2010-0168_signed_notice_updated_508.pdf

End.

10. eTrucker.com; Commercial Carrier Journal; Friday, June 4, 2010

HEADLINE: FMCSA revamps supporting docs policy

Byline: Avery Vise

The Federal Motor Carrier Safety Administration has decided not to require any motor carriers to retain certain documents related to drivers' hours of service (HOS). The agency will also relieve carriers that use electronic mobile communications/tracking technology of the burden of maintaining numerous other supporting documents in order to verify driver logs.

The new regulatory guidance and policy, which will take effect 30 days after publication in the Federal Register, will benefit those carriers who have faced additional scrutiny since the agency on Dec. 24, 2008, adopted a policy of treating the data from electronic mobile communications/tracking systems as supporting documents that could be demanded in a compliance review.

In 1997, FMCSA's predecessor published a list of more than 30 types of supporting documents that carriers needed to retain in order to verify logs. In its new regulatory guidance, the agency said that that certain documents in that list are no longer used regularly by enforcement staff and will no longer be required by any motor carriers. Those documents are:

In general, FMCSA will continue to require other types of supporting documents that were listed in April 1997, but carriers using qualifying electronic mobile communication/tracking technology that capture time and/or position location information now will be relieved of the requirement to retain many of the remaining supporting documents. For vehicles equipped with such systems, carriers no longer will need to keep:

- * Gate record receipts;
- * Weigh/scale tickets;
- * Port of entry receipts;

- * Delivery receipts;
- * Toll receipts;
- * Agricultural inspection reports;
- * Over/short and damage reports;
- * Driver and vehicle examination reports;
- * Traffic citations;
- * Overweight/oversize reports and citations;
- * Carrier pros;
- * Credit card receipts;
- * Border Crossing Reports;
- * Customs declarations; and
- * Telephone billing statements

In order to take advantage of this paperwork relief, however, motor carriers cannot challenge in HOS enforcement proceedings the accuracy of their own electronic mobile communication/tracking records. The new regulatory guidance spells out the specifications that electronic mobile communication/tracking systems must meet in order to qualify for the paperwork relief.

FMCSA's new guidance and policy comes as the agency and the American Trucking Associations have been negotiating a settlement for several months of a lawsuit ATA filed in January regarding supporting documents. ATA's suit, which was prompted in large measure by FMCSA's December 2008 enforcement memorandum, seeks to compel the agency to issue a long-overdue regulation governing HOS supporting documents. The trucking group argued that without a regulation carriers did not have clarity and certainty over what supporting documents were required.

In the regulatory guidance, the agency confirmed its plan to proceed with a regulation to establish requirements for HOS supporting documents. FMCSA plans to issue a proposed rule, which also would expand the mandate for electronic onboard recorders, by the end of this year and to adopt a final rule within two years.

A copy of the regulation guidance/policy change will be available on the FMCSA website at least until it is published in the Federal Register.

End.

11. School Transportation News; Friday, June 04, 2010

HEADLINE: FMCSA Issues Guidance on Using EOBR Data to Enforcing Hours of Service Regs

WRITTEN BY RYAN GRAY

As it drafts a proposed rule on using electronic on-board recorders to assist with meeting hours-of-service regulations, the Federal Motor Carrier Safety Administration issued policy guidance to enforcement agencies for using electronic wireless communications and tracking records from motor carriers when ensuring compliance.

Dating back to Christmas Eve of 2008, FMCSA and state enforcement personnel can inspect and copy motor carrier records. Enforcement personnel have also been able to request GPS or

other mobile electronic communication or tracking records as supporting documents that record time, date and location of vehicles and drivers. But confusion arose regarding FMCSA's use of the technologies in its HOS enforcement, as well as on the requirements for motor carriers to retain and produce records upon demand.

Upon publishing its final rule on EOBRs in April, FMCSA stated that it would be working on a Notice of Proposed Rulemaking to further advance motor carrier safety through improved HOS compliance. Namely, the NPRM will propose that "considerably more motor carriers and drivers" will be required to use EOBRs.

The proposed rule will also seek to require motor carriers to develop and maintain "systematic and effective" oversight of its driver to ensure HOS compliance is met.

FMCSA added that the NPRM is expected by the end of this year, with a final rule published within 24 months.

Meanwhile, the new policy guidance, which is expected to go into effect by mid-July, does not change the way motor carriers ensure compliance with HOS regulations. Instead, the policy seeks to provide "less burdensome supporting documents" that motor carriers must retain and produce to enforcement officials, and it lays out the characteristics that electronic mobile communication and tracking records must have, namely positioning frequency, vehicle integration, report functionality, report content and retention.

End.

12. Transport Topics; week of June 7, 2010, issue

HEADLINE: Special Report on CSA 2010

Transport Topics is offering a free downloadable report on CSA 2010, the government's new safety regime for the trucking industry.

While the date for full implementation of Comprehensive Safety Analysis 2010 has been pushed back lately, the Federal Motor Carrier Safety Administration still intends to ramp up the program nationally this fall.

Originally published as a supplement to the April 26 issue, the report is an effort to help the trucking industry understand what CSA 2010 will and won't do, and to provide executives and managers with information on how to prepare for the program's full implementation.

Click here to open the PDF report: www.ttnews.com/csa2010

End.

STATE NEWS

13. Richmond (Virginia) Times-Dispatch; Sunday, June 6, 2010

HEADLINE: Times-Dispatch investigation: Blind spots in GRTC driver oversight; The Times-Dispatch reviewed more than 700 accident reports from the GRTC

http://www2.timesdispatch.com/rtd/news/local/article/GRTC06S3_20100605-213403/349286/

Search Database: <http://www2.timesdispatch.com/rtd/news/grtc>

Byline: JOE MACENKA AND MICHAEL MARTZ TIMES-DISPATCH STAFF WRITERS

The day Loucendia Reed Lambert was struck and killed by a GRTC Transit System bus in downtown Richmond last fall, Meikiu Lo was reliving her worst nightmare in a doctor's office a few blocks away.

Two years earlier, Lo had been hit and severely injured by a GRTC bus in much the same way as Lambert -- walking to a state job in the morning, crossing a busy street with the pedestrian walk signal, only to have a 20-ton bus turn right at a corner and run into her.

Shaking uncontrollably, Lo was "visibly traumatized" by the news of the fatal accident on North 14th Street on Sept. 30, 2009, her doctor was quoted as saying in court documents.

The first fatal accident caused by a driver in years shocked the bus company and the state system that enforces the rules of the road for bus operators and other commercial drivers. A Richmond Times-Dispatch examination of nearly 5,000 pages of GRTC incident reports and traffic offenses over three years and a review of court documents revealed more problems, including:

- mistakes in the way GRTC commercial drivers' traffic offenses are handled by Virginia's judges and prosecutors;
- shortcomings in the state's enforcement system for driver licensing; and
- flaws in the transit company's own procedures for monitoring and disciplining bus operators.

The fatal accident had been foreshadowed by what happened to Lo, who won an \$8 million jury award that the transit company settled on appeal last month for an undisclosed amount.

The two pedestrians had this in common, too: The same Richmond judge did not follow state law when she dismissed convictions against both bus drivers after they attended driver improvement clinics, one before the fatal accident last year and the other after Lo was injured in 2007.

Richmond General District Judge Birdie H. Jamison handled both cases, as well as four others documented by The Times-Dispatch investigation.

The newspaper found 11 cases in Richmond and Henrico County in which judges did what state and federal law expressly forbids -- using driving school as a way to dismiss convictions on offenses committed by commercial drivers, even in their personal vehicles.

The practice, called "masking" by critics in the federal government, is a major blind spot in a largely voluntary system for monitoring the performance of bus operators and other commercial drivers. Bus companies and other commercial employers are unable to see some of the offenses their drivers commit because their convictions are dismissed and never made part of their driving records.

Federal regulators say they are looking into instances of masking in Virginia courts, based on the results of The Times-Dispatch's findings.

"It is very serious," said Duane Debrunye, spokesman for the **Federal Motor Carrier Safety Administration**. "It is something we want to prevent from happening."

In the Richmond area, examples of masking discovered by the newspaper's investigation include:

- GRTC was unaware that bus operator Teresa L. Jones had been found guilty of driving 55 mph in a 35 mph zone in her personal vehicle a year ago until The Times-Dispatch reported that the reckless-driving conviction was dismissed the same day she fatally struck Lambert, 55, at North 14th and East Franklin streets. Jones subsequently was fired, in part for not telling GRTC about the speeding charge, according to Chief Executive Officer John M. Lewis Jr. She was convicted of reckless driving in Lambert's death and fined \$100. Family members of Lambert, who lived in Prince George County, have sued GRTC for \$10 million.

- The commercial driving record of former GRTC bus operator Darlene B. Daymon does not show that she pleaded guilty to failing to yield the right of way as Lo crossed North Eighth Street to her job at the Library of Virginia on Sept. 21, 2007. The conviction, on a charge reduced from reckless driving in a plea agreement, was dismissed five months after the accident once she completed driving school. Daymon was fired by GRTC.

- GRTC bus operator LaVonda D. Robinson was allowed to attend driver improvement clinics twice, once in Richmond after she hit a parked trailer with her bus on West Broad Street in 2007 and again in Henrico after she hit a bicyclist with her bus near Douglas Freeman High School 13 months later. Neither conviction -- one for unsafe lane change, the other for failure to obey highway lane markings -- appears on her driving record. She continues to drive for GRTC.

- GRTC and the Richmond commonwealth attorney's office said they did not know that Tina L. Winn had been charged with reckless driving while operating a GRTC bus on Interstate 64 on May 22, 2008. Her attorney said Winn used an emergency lane in a traffic backup because of mechanical problems with the bus. A separate conviction against Winn for speeding in her personal vehicle had been continued in Richmond Circuit Court two weeks earlier and ultimately was dismissed. The reckless-driving conviction was dismissed as well late that year after Winn attended a driver improvement clinic, the second she had completed in four years. Winn continues to drive for GRTC.

"That's a huge blind spot," said Randall Johnson, the senior assistant commonwealth's attorney who agreed to the speeding conviction being dismissed, despite a no-contest plea, because Winn appeared to have met the court's terms and conditions.

Winn has been charged with traffic offenses on five occasions since January 2004, including three that stemmed from incidents while she was driving GRTC buses. In all five cases, the charges were ultimately dismissed. Twice, convictions were dismissed after she completed driving school, though the first deal was allowed under state law at the time. She appealed three cases to the Richmond Circuit Court after being found guilty in a lower-level court, twice on her own guilty pleas.

The appeals were made through a provision of Virginia law called "trial de novo," which allows individuals who are not satisfied with the results of their cases in a court that is not of record to appeal the matter to a court of record.

For example, Richmond General District Court would qualify as a court not of record because a jury trial is not available and the proceedings are generally not recorded; Richmond Circuit Court would be a court of record because jury trials are available and the proceedings are recorded.

The remaining cases identified by The Times-Dispatch occurred in Richmond General District Court and involved offenses such as improper turn, reckless driving and failure to yield the right of way. In one case, 11 people were transported to hospitals for treatment of various injuries.

The drivers identified in The Times-Dispatch investigation did not respond to written and telephone requests for comment. The president of the GRTC drivers union, Local 1220 of the Amalgamated Transit Union, declined to comment.

However, a veteran GRTC bus driver said a bus operator's personal driving record is relevant to his or her job.

"What you do in your personal driving reflects what you do out here driving for GRTC," said Langston E. Brown, who has a perfect safety record in 38 years of driving for the bus company.

Brown is a member of the internal committee that assesses accidents and other incidents involving GRTC buses to determine whether they were preventable.

"You really have to pay attention to what you're doing," he said.

Judge Jamison, who handled six of the 11 dismissed cases, told The Times-Dispatch she would be willing to discuss the matters but that judicial ethics prevent her from doing so. The other three judges -- General District Judge Thomas O. Jones of Richmond, General District Judge John Marshall of Henrico and Rondelle D. Herman, a Richmond General District Court substitute judge and Henrico defense attorney -- did not respond to requests for comment.

The chief judges for the general district courts in Richmond and Henrico declined to comment, citing the advice of the state Judicial Inquiry and Review Commission.

The General Assembly adopted laws against masking in 2002 and 2008 to conform state law to federal regulation. The earlier law prohibited judges from using traffic school to dismiss traffic convictions committed while driving commercial vehicles.

The legislature amended the law two years ago after a federal audit found Virginia's commercial driver's license program out of compliance, in part because the state continued to allow judges to use driving school to dismiss convictions of commercial drivers for offenses committed in their personal vehicles.

In both cases, the changes in the law were part of broad legislation to conform state laws with federal requirements. The General Assembly adopted them with little or no dissent.

Karl R. Hade, executive secretary of the Supreme Court of Virginia, said neither the Supreme Court nor the Court of Appeals has interpreted the laws in any case presented before them, or provided any guidance for applying the code sections.

However, Hade said the court had informed judges of the legislation after it was enacted by the General Assembly and had reviewed the new laws at an annual educational event for judges, who attend a similar conference held by the Department of Motor Vehicles.

Flaws in the system

The American Public Transit Association named GRTC as Outstanding Public Transit System of its size in 2008, based partly on its safety record.

But Lewis, the transit company's CEO, said the system has failed to adequately monitor bus operators and detect offenses that reflect their performance as drivers.

"We've got to have a system that is as open and transparent as it can be, and that's across the board," he said. "I think we have an opportunity to be better."

DMV Commissioner Richard D. Holcomb also said the system must improve so employers have a better grasp of the conduct of their commercial drivers.

"The trucking executives want to have as much information as they can have," said Holcomb, a former official for the American Trucking Associations. "They want to get bad drivers out from behind the wheel."

Right now, however, Lewis and Holcomb acknowledge that the system has weaknesses that prevent employers and state regulators from getting a true picture of a commercial driver's record:

- The DMV does not receive information from the courts about convictions that have been dismissed because of driving school, nor the reason why a driver attended the school.
- Federal law requires motor carriers to review their commercial drivers' records at least once a year, but GRTC is exempt from the requirement as a public transit company. The bus company began checking driving records randomly in January, but previously did not review them unless alerted by DMV to a problem.
- A voluntary monitoring program offered by DMV notifies companies promptly only of disqualifying offenses, such as drunken-driving convictions or license suspensions -- and not other serious traffic offenses, including reckless driving.
- GRTC requires its drivers to report traffic charges, including when the driver was in a personal vehicle, but acknowledges it has no way to ensure they do so unless the charge is related to an accident while operating a GRTC bus. GRTC investigates any accident involving a bus.

"If a bus driver is stopped for a moving violation, even in a bus, we wouldn't necessarily know it unless he calls it in," said Sheryl Adams, director of risk management at GRTC.

Even if drivers do report traffic violations, GRTC does not look beyond the demerit points that DMV assigns to a driver's record based on convictions, company officials said.

The bus company uses a progressive system of discipline that specifies punishments for types of accidents, incidents and repeat offenses, which are assessed by an internal committee that determines whether the incidents were preventable. The system does not have a similar

mechanism for traffic charges unrelated to bus accidents. However, the penalties for negative driving points became much stricter under a policy that GRTC put in effect Jan. 1.

The demerit points are based on convictions. "If they weren't convicted, it wouldn't show up," Adams said.

And that's the problem with masking. By attending driver school, bus operators can avoid convictions appearing on their records.

Prosecutor's view

Richmond Commonwealth's Attorney Michael N. Herring said he believes the practice has occurred in city courts either from ignorance of the law or a desire to treat commercial drivers the same as other drivers who have the option of going to school to avoid convictions.

"The outcome could mean somebody losing a job or not keeping a job," Herring said. "I would do things in traffic court to help people keep a job."
Herring also defended prosecutorial decisions to allow reckless-driving charges to be reduced. "Not everybody who gets a reckless-driving charge is an unsafe driver," he said.

Daymon, who drove the bus that injured Lo, had only three incident reports at GRTC from November 2006 through last fall. None of the incidents was her fault, supervisors found, and no charges were filed against her.

After Daymon was charged with hitting Lo, prosecutors agreed that she had not acted in a reckless manner that justified criminal prosecution. They also were aware that a civil lawsuit was being filed in the case and that a guilty plea on a lesser offense would be part of the record for that case.

They agreed with G. Barton Chucker, her defense attorney, to reduce the charge to failure to yield. "All of us were trying to do the right thing," said Alexander L. Taylor Jr., who handled the case for the Richmond commonwealth attorney's office.

Taylor, who subsequently left the office and went into private practice, said he was never told by his supervisors that the court is not allowed to dismiss convictions against commercial drivers who complete driver improvement clinics.

That has changed under Assistant Commonwealth's Attorney Toni M. Randall, who now oversees prosecutors in traffic court.

"She spread the word -- no more driving school for [commercial driver's license] holders," Chief Deputy Commonwealth's Attorney Tracy Thorne-Begland said.

Herring said reducing the reckless-driving charge and dismissing the conviction was not appropriate in a case where a pedestrian was run over by a bus. "My office dropped the ball on that," he said.

End.

SIDEBAR: Panel cited risks of 'masking'

"Masking" of traffic offenses by commercial drivers is a long-standing concern among federal regulators and trucking industry executives.

A task force took a hard look at the issue two years ago in a report on the nation's commercial driver's license program, and it found both ignorance of laws prohibiting the practice and even deliberate disregard by judges and prosecutors.

Traffic convictions for commercial drivers were being masked "through plea bargaining, diversions and deferrals," said the task force, led by the Federal Motor Carrier Safety Administration and the American Association of Motor Vehicle Administrators.

In some cases, the report said, judges and prosecutors had been "intentionally disregarding" the law, which does not allow them to dismiss traffic convictions against commercial drivers, even in their personal vehicles, by diverting them into driver improvement clinics.

"Prosecutors and judges have vital state enforcement roles to play," says the report by the Commercial Driver's License Advisory Committee.

The American Trucking Associations said "the judicial system is jeopardizing the safety of the general public and increasing the liability of the motor carrier industry" by diverting drivers into clinics, instead of convicting them so that offenses appear on their state driving records.

The **Federal Motor Carrier Safety Administration** sets the minimum standards for state commercial driver's license programs and conducts regular audits of the programs for compliance with federal law. However, there is little federal regulatory oversight of bus transit systems, other than requiring the reporting of accidents involving injuries or significant damages.

That could change with the Public Transportation Safety Program Act, introduced in Congress last year in response to an accident on Washington's Metro rail system that left nine dead and more than 70 injured. Under the pending legislation, the Federal Transit Administration could impose direct regulatory oversight of bus transit systems such as GRTC.

End.

SIDEDBAR: GRTC documents detail three years of incidents

In addition to helping the Richmond Times-Dispatch identify 11 cases in which judges did not follow state law by dismissing convictions involving GRTC Transit System drivers, nearly 5,000 pages of incident reports show some of the difficulties of driving 20-ton, 40-foot-long buses. The documents also show how hard it is to keep up with the safety records of those behind the wheel.

Among the findings from the period, covering late November 2006 to late November 2009:

- Accident reports listed a combined total of \$599,625 in property damage, an average of \$852.95 per incident.
- Of the 703 accident reports, 301 listed total estimated damage of \$100 or less. Many of those involved nothing more than side mirrors on a bus scraping side mirrors on other vehicles or scraping utility poles or road signs along narrow streets.

- Injuries were reported in 74 incidents and involved 142 people. The lone deaths were those of Loucendia Reed Lambert last fall and a woman who was killed last Aug. 15 when her minivan slammed into the rear of a legally parked GRTC bus in Richmond's East End.

- There were 133 incidents in which 138 total charges were reported. Of those charges, just 38 were filed against GRTC drivers. The bulk of the total charges were for either failure to yield or improper lane change.

- One driver, Teresa L. Jones, had eight accidents in the review period, including Lambert's fatality. Reports for the other seven indicated a total of two injuries, neither of which required hospitalization. Jones was not charged in any of those seven, which produced total estimated damage of \$9,150.

- Four drivers each had seven accidents in the period. Eleven others had six, 16 had five, 21 had four and 51 had three. The system employs 267 fixed-route bus operators.

- One of the drivers with four accidents in the review period had three of them -- all involving the right side of her bus -- within a 100-minute span on the afternoon of Feb. 21, 2008, a day when there were no weather issues.

The driver first scraped the mirror of a commercial pickup truck, then drove onto a sidewalk and scraped a telephone pole while her supervisor, who had come to the scene to take an accident report for the first incident, watched her drive away to resume her route. A short time later, the driver scraped a motorized construction lift that was parked in a construction zone.

The driver, who was not charged, is no longer employed by the bus system, said John M. Lewis Jr., GRTC's chief executive officer.

End.

SIDEBAR: Bicyclist was no match for bus

Byline: Contact Joe Macenka

Bicyclist injured by a GRTC bus Jason Carty knows that the simple math doesn't add up in his favor.

Weighing 150 pounds, and riding a mountain bicycle that weighs just a few dozen pounds, Carty was no match for a 40,000-pound GRTC Transit System bus that hit him July 17, 2008, near Douglas Freeman High School in Henrico County.

"That's kind of like a bug on a steamroller's wheel," Carty recalled. "Do you think it's really going to notice?"

Carty remains thankful that the collision did not draw him under the wheels of the bus, instead tossing him clear. While the accident left him with significant injuries, he was able to recover after several months of physical therapy.

The accident that landed Carty in a hospital was the fourth in slightly more than 13 months for GRTC operator LaVonda D. Robinson.

All four accidents involved collisions on the right side of the buses she was driving. Two of those cases led to charges that ultimately were dismissed by judges in two localities who did not follow a Virginia law and allowed Robinson to use defensive-driving school as a means to keep her commercial driver's license record clean.

On June 4, 2007, at 6:23 p.m., Robinson had 14 passengers aboard her 2001 Gillig bus when she pulled out from a stop at Broad and Meadow streets in Richmond and struck a trailer attached to a pickup truck being used by a crew cutting grass nearby.

There were no injuries, but the accident report estimated damage at \$4,500 to the trailer and \$100 to the bus.

The GRTC supervisor's assessment that was included in the accident report said Robinson "wasn't focused on her surroundings when she was pulling off from the bus stop" and had misjudged the distance between the bus and trailer.

Robinson, charged with making an unsafe lane change, appeared two weeks later in Richmond General District Court, where she pleaded guilty. Judge Birdie H. Jamison accepted the plea and said there was sufficient evidence to convict Robinson, but she delayed the matter for three months to allow the driver to attend traffic school.

Robinson presented proof Sept. 25 that she had successfully completed the course, and Jamison signed an order the next day dismissing the charge.

On Nov. 11, 2007, at 5:55 p.m., Robinson was behind the wheel of a GRTC bus that struck a side-view mirror on a Mercedes sedan that was parked in a bus stop at Broad and Harrison streets in Richmond. No one was injured, and Robinson was not charged.

On March 14, 2008, at 1:08 p.m., Robinson was driving a GRTC bus that hit a light pole while making a turn at Fourth and Jackson streets in Richmond. No one was injured, and Robinson was not charged.

It was a different story on July 17, 2008, at 4:43 p.m. when Carty was riding his bicycle to the Tuckahoe Area Library, traveling west on Three Chopt Road through the Westbury Drive intersection.

Carty, initially thinking a car had struck him from behind, recalled that his first reaction was one of helplessness.

"It grabbed hold of my backpack and flipped me over the handlebars," he said. It wasn't until later that Carty learned he had been struck by a 1998 Gillig bus driven by Robinson. The bus, he said, didn't stop at the scene, instead pulling over an undetermined distance down the road after some of the five passengers told Robinson she had hit a bicyclist.

Carty landed on the road and quickly tried to roll into the grass, away from traffic, before realizing he couldn't feel his left leg.

An ambulance crew strapped Carty to a backboard, put him in a neck brace and took him to Parham Doctors' Hospital, where he was treated for various abrasions and diagnosed with tendon, ligament and muscle damage to his left leg.

Carty, who said it took him about two months to regain full movement in the leg, underwent rehabilitation and has returned to his job as a martial-arts instructor.

Carty, 21 at the time of the accident and now 23, said he reached a financial settlement with GRTC. He would not disclose the details.

"I had a lawyer. They made an offer. He made a counteroffer. They settled," he said. "It was kind of a really open-and-shut case."

The GRTC accident report quotes a supervisor as saying that as the bus and the bicycle crossed the intersection, Robinson "did not move over very far, if at all, and contact was made between the bus and the cyclist near the rear of the bus."

Robinson, charged with failure to obey highway lane markings, went before Henrico General District Judge John Marshall on Aug. 7, 2008, and entered a guilty plea.

Marshall accepted the plea but allowed Robinson to enroll in traffic school. When Robinson returned on Oct. 31, 2008, and showed proof of having completed the course, the charge was dismissed.

John M. Lewis Jr., the agency's chief executive officer, told the Richmond Times-Dispatch that Robinson was disciplined internally and remains on the job. Attempts to contact Robinson for comment were unsuccessful.

The accident has changed Carty's perspective about riding bicycles while sharing the road with motor vehicles.

"To them, I'm a bug. I'm an insect," he said. "Cars and buses don't look out for bicycles."

End.

14. Press release from Wisconsin Department of Transportation; Friday, June 4, 2010

HEADLINE: ROADCHECK PROGRAM STRIVES TO PREVENT LARGE-TRUCK CRASHES

ADISON, Wis., June 4 -- To prevent large-truck crashes through rigorous law enforcement and effective traffic safety education, the Wisconsin State Patrol will participate in the annual Roadcheck program sponsored by the [Commercial Vehicle Safety Alliance](#) from Tuesday, June 8 to Thursday, June 10.

The Wisconsin State Patrol and other law enforcement agencies throughout North America will intensify their efforts during the 72 consecutive hours of the Roadcheck program to increase compliance with all commercial motor vehicle driving and equipment regulations and boost the number of commercial drivers who buckle up.

"The Wisconsin State Patrol has highly trained commercial motor vehicle inspectors patrolling highways and stationed at our safety and weight enforcement facilities, also known as weigh stations," says Capt. Charles Lorentz of the Motor Carrier Enforcement Section. "Their mission is to remove unsafe and fatigued commercial drivers from the road and to ensure that all safety equipment on large trucks and other commercial vehicles is operating properly. During

Roadcheck, the State Patrol will fortify its commercial motor vehicle inspection and enforcement efforts to save lives and reduce injuries by preventing crashes."

A combination of rigorous law enforcement and effective education has helped improve commercial motor vehicle safety in Wisconsin. Last year, large-truck crashes declined approximately 21 percent compared with 2008. In addition, large-truck crash fatalities declined nearly 12 percent, and serious injuries went down by more than 26 percent.

End.

15. Press release from Georgia Department of Public Safety; Friday, June 4, 2010

HEADLINE: GEORGIA MOTOR CARRIER COMPLIANCE OFFICERS TO JOIN INTERNATIONAL ENFORCEMENT EFFORT

ATLANTA, June 4 -- Motor Carrier Compliance officers from the Georgia Department of Public Safety will team with commercial vehicle inspection officers from throughout the United States, Canada and Mexico next week for Roadcheck 2010, an annual international effort to promote safety and security on North American highways. The enforcement event will run from Tuesday through Thursday (June 8-10) and is sponsored by the [Commercial Vehicle Safety Alliance](#), North America's leading commercial vehicle safety enforcement organization.

Chief Mark McLeod, Director of the Motor Carrier Compliance Division, said MCCD officers will be patrolling throughout the 72-hour period of Roadcheck 2010 checking commercial vehicles and their drivers at inspection sites along major highways. "Our goal for this operation is to emphasize both safety and security," he said, "and our officers will not hesitate to issue out of service orders to any commercial vehicle found to be a safety hazard."

The operation will also encourage commercial vehicle drivers to wear their safety belt. Chief McLeod said the most recent survey shows 74 percent of commercial drivers comply with the federal law that requires safety belt use.

Although inspectors perform this work day in and day out, the three-day operation places special emphasis on year-round commercial vehicle and driver safety inspections and other driver safety programs aimed at saving lives on North American highways. Chief McLeod said the number of inspections conducted in Georgia continues to grow each year as the volume of commercial traffic increases.

End.

16. Associated Press (New York); Saturday, June 5, 2010

HEADLINE: Road Checks on NYS Thruway Next Week

Buffalo, NY (AP/WBEN) -- If you see an unusual number of commercial trucks pulled over along the New York State Thruway next week, it's because State Police are taking part in a three-day international road check campaign.

Police across the United States, Canada and Mexico are conducting "Roadcheck 2010" on Tuesday, Wednesday and Thursday. The annual blitz promotes safety and security on North American highways through the inspection of commercial vehicles and their drivers.

In New York, State Police will have their Commercial Vehicle Units out in force. Truck and bus safety inspectors will check vehicles at sites along all the major highways. Roving patrols will inspect vehicles on other roadways.

Inspectors will verify critical safety elements on the vehicles and make sure drivers are fit to be behind the wheel.

End.

17. WSYR-TV (Syracuse, New York); Friday, June 4, 2010

HEADLINE: State Police to inspect more trucks next week

Syracuse (WSYR-TV) - State Police will be taking part in a three-day international road check starting next Tuesday. As a result, drivers will see more commercial trucks pulled over to the side of the road.

Truck and bus safety inspectors will check vehicles at sites along major highways. Roving patrols will inspect vehicles and drivers traveling other highways.

End.

OTHER NEWS

18. Press release from Schneider National; Friday, June 4, 2010

HEADLINE: American Trucking Associations President Bill Graves, VIPs to Honor Schneider National for 75-Year Commitment to Transportation

Green Bay, Wis. – National representatives from the transportation industry, elected officials and hundreds of Schneider National associates will gather for a special ceremony next week to celebrate the company's 75th anniversary. The by-invitation-only event will take place on the front steps of the company's Green Bay, Wis., headquarters on Thursday, June 10, 2010, beginning at 10:30 a.m. and will highlight Schneider's enduring commitment to delivering transportation solutions that enhance the standard of living worldwide.

Schneider National, a premier provider of transportation, logistics and intermodal services and the nation's largest truckload carrier, started in 1935 when founder Al Schneider sold the family car to purchase his first semi truck. Today, the Schneider National Enterprise has 11,000 trucks on the road, 18,468 associates and conducts business worldwide.

The ceremony will include a look back at major milestones and world events in the company's history, a vision of the future of transportation, special recognition of the Schneider family and Schneider Million Mile Drivers, and the unveiling of a time capsule project. Presenters at the event include:

Who: Chris Lofgren, President and CEO, Schneider National, Inc.
Governor Bill Graves, President and CEO, American Trucking Associations
Duane Acklie, Chairman, Crete Carrier Corporation
Chris Sultemeier, Senior Vice President of Transportation, Wal-Mart Stores, Inc.

Steve Matheys, EVP, Chief Administration Officer, Schneider National, Inc.

What: Schneider National's 75th Anniversary: Celebrating 75 Years of Authentic. Original. Orange.

Where: Schneider National Corporate Business Center, front steps* 3101 S. Packerland Drive Green Bay, WI 54306 *Rain location: 2nd Floor Landing, Corporate Business Center

When: Thursday, June 10, 2010 Ceremony: 10:30 a.m.

How: Guests should park in the visitor parking lot near the front of the building, check in at the front desk and head to the ceremony site on the front steps.

Guests will also have an opportunity to become part of Schneider history by autographing a piece of truck memorabilia. Video and photo opportunities at the event include Schneider's vintage and 75th anniversary trucks, a visual representation of Schneider's history and legacy within the transportation industry. A picnic lunch for all attendees follows the ceremony. A VIP/media tour and technology demonstration at Schneider's industry-leading Driver Training Academy (911 Glory Road) will take place from 1 to 3 p.m. and reservations are required. Please contact Kim Stobb at kstobb@hiebing.com <<mailto:kstobb@hiebing.com>> for reservations.

About Schneider National:

Schneider National, Inc. is a premier provider of truckload, logistics and intermodal services. Serving more than two-thirds of the FORTUNE 500 companies, Schneider National offers the broadest portfolio of services in the industry. The company's transportation and logistics solutions include Van Truckload, Dedicated, Regional, Bulk, Intermodal, Transportation Management, Supply Chain Management, Warehousing and International Logistics services.

Headquartered in Green Bay, Wis., Schneider National has provided expert transportation and logistics solutions for 75 years. A \$2.9 billion company, Schneider National conducts business in more than 28 countries worldwide. For more information about Schneider National, visit www.schneider.com.

End.

OTHER CRASH INCIDENTS AND FOLLOW-UP (7)

OC1. Tulsa World (Tulsa, Oklahoma); Friday, June 4, 2010

HEADLINE: Legal fees pile up in Arrow Trucking bankruptcy

Byline: D.R. STEWART World Staff Writer

Accountants, lawyers and investigators working to untangle the financial and legal morass of bankrupt Arrow Trucking Co.'s affairs have expended \$259,283.88 — or about 3 percent of the bankruptcy estate's assets — through April, court documents show.

The costs include \$103,096 in attorneys' fees on behalf of Arrow Trucking bankruptcy trustee Patrick J. Malloy III; \$79,726 in forensic accounting fees; \$54,747 in traditional accounting fees;

and \$16,719 in mailing and copying costs to advise more than 1,800 Arrow creditors of developments in the case, court documents show.

Malloy has submitted motions requesting orders authorizing payment of the fees and expenses to Judge Dana L. Rasure of the U.S. Bankruptcy Court for the Northern District of Oklahoma in Tulsa.

Malloy said it has taken weeks for nearly two dozen accountants, lawyers and investigators to compile financial statements and schedules of assets and liabilities of Arrow Trucking, the 61-year-old Tulsa flatbed carrier that suspended operations Dec. 22.

Cut off from financing and fuel purchases by its lender, Transportation Alliance Bank of Ogden, Utah, Arrow closed its offices at 4230 S. Elwood Ave. and stranded nearly 1,000 drivers and their freight around the country three days before Christmas.

Lawyers for the company filed a Chapter 7 bankruptcy liquidation petition on Jan. 8, estimating assets and liabilities at between \$100 million and \$500 million each.

Since the bankruptcy filing, Malloy has refined the estimates. Arrow now has assets of \$8.55 million and liabilities of \$98.97 million, the trustee said.

Malloy and others involved in the case said Arrow's financial records and offices were in "disarray" when they were shuttered by company executives.

With the consent of the bankruptcy judge, Malloy hired Barnes & Barnes Inc., a Tulsa accounting firm, and D.R. Payne & Associates Inc. of Oklahoma City, a forensic accounting firm, to reconstruct Arrow's financial records.

Through April, D.R. Payne & Associates' fees totaled \$79,726 and expenses were \$3,517, court filings show.

"They prepared schedules of assets and liabilities to reconstruct Arrow's financial history," Malloy said. "There were probably four (D.R. Payne) people involved. There were people who worked there (at Arrow's offices on South Elwood Avenue) for weeks to reconstruct the company's financial history."

Barnes & Barnes, the Tulsa accounting firm, rang up \$54,747 in fees and \$131 in expenses, court documents show.

The Tulsa accounting firm reviewed Arrow's financial statements, bank records and computer files to prepare schedules of assets and liabilities and more than 3,000 W-2 and 1099 federal tax forms that had to be mailed to former Arrow employees and contractors, records show.

Malloy said Barnes & Barnes prepared schedules and identified exhibits used by Malloy to file motions to consolidate with the bankruptcy estate Arrow sister companies Megan Corp., Arrow Truck Leasing and Arrow Truck Real Estate and their assets.

"When this (bankruptcy) case was filed, there were no assets," Malloy said. "They (Barnes & Barnes) jumped in and did a herculean effort to reconstruct this mess. I expect to bring in significantly more assets that are based upon the work they have already done."

In his role as trustee, Malloy wears two hats. He is a trustee/administrator who oversees the estate. He also is a lawyer who files motions and gathers and presents evidence, records show.

As a bankruptcy lawyer in the Tulsa area for 37 years, Malloy is paid \$250 an hour for his legal work on the Arrow bankruptcy case, documents show.

"It's probably somewhat less than the going rate in Tulsa for experienced bankruptcy lawyers," Malloy said.

By comparison, James Sprayregen of Kirkland & Ellis LLP in New York, one of the lawyers involved in the Williams Communications Group Inc. bankruptcy case in 2002, charges \$965 an hour, Kirkland executives told Bloomberg.com earlier this year.

Malloy's work in the Arrow case has involved asset analysis and recovery; employee benefits and pensions; preparation of motions to employ professionals and filings of scores of lawsuits and claims, documents show.

Among Malloy's most time-consuming work on the Arrow bankruptcy are: Consolidation of Megan Corp. with the Arrow estate, which consumed more than 105 hours at a cost of \$24,818.75, court filings show.

The Megan Corp. work involved preparing legal arguments for the consolidation, which would provide an estimated \$1.5 million in assets for the estate in the form of a Crested Butte, Colo., residential property. Objecting to the consolidation were lawyers for Megan and the Larry J. Bump Trust.

Consolidation of Arrow Truck Real Estate, the owner of Arrow's offices, maintenance and training facilities on South Elwood and South Jackson avenues in west Tulsa.

Malloy worked 79.75 hours on consolidating Arrow Truck Real Estate at a cost of \$17,958.

Asset analysis and recovery.

Malloy conferred with appraisers to inventory Arrow Trucking Co.'s personal property; issued subpoenas and other requests for bank statements; conducted examinations of former employees; inspected records and reviewed schedules of pre-bankruptcy funding transfers.

Malloy expended 64.15 hours on asset analysis and recovery at a cost of \$12,800, court documents say.

The costs of Arrow Trucking Co.'s bankruptcy:

* \$103,096.25 — attorney's fees, Malloy Law Firm P.C., on behalf of bankruptcy trustee.

* \$79,726.25 — forensic accounting fees, D.R. Payne & Associates Inc., Oklahoma City.

* \$54,747.50 — accounting fees, Barnes & Barnes Inc.

* \$16,719.34 — copying and mailing costs.

Source: U.S. Bankruptcy Court for the Northern District of Oklahoma.

End.

OC2.KING-TV5 (Seattle, Washington); Friday, June 04, 2010

HEADLINE: Metro bus, semi collide; 7 hospitalized



Photo Caption: A King County Metro Transit bus and a semi-truck collided in Seattle on Friday, June 4, 2010.

SEATTLE – Seven people have been taken to the hospital after an accident involving a Metro Transit bus.

The accident happened at about 11:30 a.m. at 4th Avenue and South Stacy Street in the Sodo neighborhood.

A Metro spokesperson says a commercial truck was backing out of a driveway and t-boned the bus. However, video from the scene shows damage to the front passenger side wheel of the semi.

A fire department spokesperson says all the injuries are minor, with the patients complaining of back and neck pain.

It's not immediately clear if anyone will be cited.

End.

OC3. KWQC-TV6 NBC (Davenport, Iowa); Friday, June 4, 2010

HEADLINE: Truck Driver Charged In Deadly I-80 Crash

Davenport police have issued an arrest warrant for the driver of a semi involved in a crash that killed a young woman from Bettendorf. Police say their investigation into the May 22nd crash on Interstate 80 has resulted in charges of Homicide by Vehicle and Serious Injury against 53 year old Hryhoriy Kozachok of Brooklyn, New York.

Kozachok was already cited with making an illegal U-turn on I-80, after his semi-tractor trailer was struck by a car. A passenger in the car, 24 year old Abby Vermeire died of her injuries. The accident happened just after 3:30 a.m. in heavy fog.

The car wedged under the trailer and then was hit by another vehicle. Vermeire and two others in the car had to be extricated.

End.

OC4. Napa Valley (California) Register; Saturday, June 5, 2010

HEADLINE: Police say fatal accident on Jamieson Canyon tied to speed

Byline: ALISHA WYMAN, Register Staff Writer

The four people who died in a crash on Jamieson Canyon/Highway 12 Thursday morning have been identified as three generations of a family from Oregon and two eastern states.

The Napa County Sheriff's Office identified the dead as Matthew Jay Smith, 48, of Ashland, Ore., Laura Katharine Smith, 19, of Downingtown, Pa., and Richard Smith, 80, and Sally Smith, 74, both of Simsbury, Conn.

Napa Sheriff's Capt. Tracey Stuart said Sally and Richard Smith were on vacation in the Napa Valley. They were returning to Napa after picking up their son and granddaughter when the deadly chain-reaction collisions occurred.

The California Highway Patrol said a westbound big rig driven by Gustavo Lopez, 42, plowed into the back of the victims' Suburu Forester that was stopped in heavy rush-hour traffic.

The Forester was pushed into the path of an eastbound tractor-trailer hauling concrete pipe. The big rig, driven by Woodland resident Luis Marabilla, 44, crushed the car, pushing it back across the westbound lane onto the shoulder of the road.

Lopez's truck continued west and side-swiped a Chevrolet flatbed truck that Hilario Trujillo Jr., 33, was driving.

The victims were declared dead at the scene, the CHP said. Trujillo and Marabilla were uninjured, and Lopez was taken to Queen of the Valley Medical Center with minor injuries.

It appears Lopez was driving too fast for the conditions, based on the slow traffic and the size of the truck he was driving, CHP spokesman Jaret Paulson said.

Lopez told officers that traffic was stop-and-go as he traveled along Jamieson Canyon Road. He had stopped just prior to the crash, then accelerated through his gears.

When traffic stopped again ahead of him, he had too much velocity to stop in time, CHP Officer Ryan O'Day said.

Lopez likely wasn't speeding, but he was going too fast for conditions, Paulson said.

"It just looks like gross inattention at this point as to what caused the collision," O'Day said.

Under federal law, commercial drivers must submit to a chemical test if they are in an accident.

There was no sign that Lopez was under the influence of alcohol or drugs, O'Day said.

Lopez had started his trip in Woodland so he likely hadn't been on the road long enough for fatigue to be a factor, O'Day said. Lopez wasn't carrying a load so he wasn't in a hurry, he said.

The CHP will decide whether to forward the case to the Napa County District Attorney's office for prosecution.

"Being that four people are dead because of inattention, I would be surprised if they didn't press some sort of charges," O'Day said.

They could range from reckless driving to vehicular manslaughter, he said.

Thursday's crash brings the fatality total this year to eight victims from five crashes on Napa County roads.

The last time four people died in one crash was on Nov. 15, 2008, on Deer Park Road near Sanitarium Road outside of Angwin, O'Day said.

Napa County hasn't seen a crash that killed more than four people since it started keeping records in 1999, he said.

The last time someone died on Jamieson Canyon Road was in December 2004, Paulson said.

End.

OC5. Quad-City Times (Davenport, Iowa); Saturday, June 5, 2010

HEADLINE: Truck driver charged in fatal crash; Officials fear suspect may have fled country

Byline: Ann McGlynn and Barb Ickes, The Quad-City Times

The man who police say caused a traffic accident that killed a 24-year-old woman about to be married has been charged with vehicular homicide and serious injury by vehicle.

Authorities, however, are "looking into the possibility" that Hryhoriy Kozachok, 53, of Brooklyn, N.Y., fled the country after the May 22 crash, said Capt. David Struckman of the Davenport Police Department. His citizenship is unknown, but Kozachok's name makes it appear he is of Ukrainian descent.

Kozachok was cited initially for making an unsafe U-turn in connection with the early-morning collision on Interstate 80 between the U.S. 61 and Interstate 74 interchanges.

"I don't think that there was cause to take him into custody right away," said Mike Walton, Scott County attorney. "There wasn't sufficient information to charge him with a felony at that time."

Some vehicular homicide charges require longer to investigate, he added.

In this case, the state must prove Kozachok “engaged in conduct fraught with a high degree of danger, conduct so obviously dangerous that the defendant knew or should have foreseen that harm would flow from it,” Walton said, citing case law.

Kozachok faces up to 15 years in prison on the charges.

Federal authorities could help bring Kozachok back to the United States, Walton said, as long as extradition treaties allow. That depends on what country Kozachok is found in.

Abby Vermeire, 24, of Bettendorf, was pronounced dead at Genesis Medical Center, East Rusholme Street, Davenport, about 24 hours after the crash. She was a front-seat passenger.

Her fiancé, Erik Hayek, 30, of Bettendorf, was behind the wheel at 3:30 a.m. when the semitrailer attempted the illegal U-turn, crossing between the east- and westbound lanes, police said. Hayek’s 2006 Ford 500 ran into and under the semi and then was rear-ended by an SUV.

Police said fog contributed to the wreck.

The couple’s wedding day was to be July 17.

Walton notified Hayek on Friday that it appears Kozachok left the country, Hayek said.

“I felt like my heart fell to my feet,” Hayek said. “There is no justice in him leaving the country.”

However, Hayek said he has been searching for a week for a “silver lining” in the dark cloud that took the love of his life.

“I guess that silver lining is this: He’s not in this country, which means he’s not on the interstate in a truck,” he said. “I find solace in him not being out there. He’s isn’t a threat to anyone else.”

Kozachok, a driver for Summit, Ill.-based VGS Express, had been in an accident on I-80 in Iowa before. In 2007, he was charged with improper use of a median, curb or access facility in connection with an accident in Dallas County, west of Des Moines.

The company he worked for at the time of the fatal accident has a federal driver safety record considered “deficient” by transportation officials.

Hayek continues to get medical treatment for the injuries he sustained in the crash, adding that he still finds pieces of glass in his arm and leg. News of Kozachok’s disappearance is painful.

“I just hope he one day owns his mistake and his choice,” he said. “I want to hear him say he’s guilty.

“I want to hear him say he’s sorry.”

And what would represent justice?

“The rest of his life in a prison cell sounds pretty good,” he said. “He needs to spend some serious time reflecting on what he’s done.

"I want this to be an awareness for every semi driver on the road. I just want them to think of the responsibility they have. They are driving 18-wheel missiles."

End.

OC6. Associated Press (Indianapolis, Indiana); Monday, June 07, 2010

HEADLINE: Bus carrying wedding party ran red light

INDIANAPOLIS — Indianapolis police say witnesses to a fatal crash involving a shuttle bus carrying a wedding party told officers the bus ran a red light before it hit another vehicle.

Police spokesman Lt. Jeff Duhamell says witnesses told police the shuttle bus failed to stop for a red light Saturday and collided with a sport utility vehicle.

The collision forced the SUV into an electrical transformer box and knocked the shuttle bus onto its side, fatally injuring 29-year-old groomsman James Douglas. The bride, groom and 13 others were slightly injured.

Neither driver was arrested after the crash, but the SUV's driver was cited for never having received a driver's license.

End.

OC7. WBKO-TV (Bowling Green, Kentucky); Saturday, June 5, 2010

HEADLINE: Train Hits Tractor-Trailer

Video: <http://www.wbko.com/news/headlines/95610844.html>

A CSX train slammed into a tractor-trailer in Bowling Green Friday, dragging it several hundred feet.

Bowling Green Police say the train hit a truck driven by 30-year-old Jeremiah Milford of Robards, Kentucky at 6:24 a.m. Friday.

The truck was crossing the tracks where Louisville Road meets Old Louisville Road.

Eyewitness reports say the trailer section of the truck took the initial blow from the train, and was dragged several hundred feet before coming to a stop.

No one was injured, but the trailer's load of animal feed was dumped on the ground.

CSX investigators were on the scene within a few hours. The scene was cleared by 8:00 a.m.

The collision still under investigation.

End.

