



Welcome New Members

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Dielman Moving & Storage Co. Inc.

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Brentwood, MO 63144
(314) 428-6683
Mr. Charles Price

Federal Gateway Moving & Storage LLC

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(800) 397-8900
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Springfield, MO 65803
(417) 866-5033
Ms. Judy Hayes

G-Man Trucking

12747 Olive Blvd Suite 300B
Saint Louis, MO 63141
(314) 300-2974
Ms. Germany Allen

Guardian Relocation

1113 South Franklin Road
Indianapolis, IN 46239
(636) 532-1300
Mr. Jay Fuson

new members cont. on pg. 3

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President's Message:

With all of the noise coming out of Jefferson City these days, it can be difficult to keep your focus on what matters to you and your business. Fortunately, Missouri Trucking Association is here to help you via our special “noise cancelling” updates!

As the 2018 Legislative Session enters its final weeks, several issues of importance to trucking, transportation and small business are still in the mix. While many are still technically in the mix, most are heading for life support in the ICU within the next few days! As a reminder, the regular session adjourns at 6:00 pm on May 18 this year.

Highway Funding

Many of the Highway funding bills are exactly the ones that are headed to life support. The two top options still being discussed for funding include a fuel tax increase (with various amounts - some with differentials, still in the mix) and a statewide sales tax increase for law enforcement. While it remains a less than 50/50 chance that one of these bills passes on its own accord, the fuel tax increase is still part of the discussion in the tax reform packages. The last debated version of the tax reform bills to include the fuel tax adopted a 6 cent increase in the fuel tax, with a potential additional 4 cent increase if other provisions are met on the income tax rate cut. However, the fuel tax rate prior to the inflation adjustment provision is capped at 25 cents, so essentially an 8 cent increase from 2018 fuel tax rates. This version also contained an annual inflation adjustment (capped at 3.5%) once all adjustments are final on the fuel tax.

Tort Reform

Several bills relating to various aspects that fall under the tort reform umbrella are still in the mix:

- HB 1264 – Seat belts
- HB 1578 – Joinder/venue
- HB 1611 – products liability
- HB 2119 – punitive damages
- SB 608 – business premises liability

These are in addition to HB 1531 on civil proceedings reform which passed in late March.

Tax Reform

One of the main topics being debated this session is tax reform. The basic premise in general terms is to broaden the taxpayer base and lower the rates. Generally, both propositions the business and trucking community supports. As they say however, the devil is in the details, and in one tax reform package, that devil provides one heck of a bite to the trucking industry!

President's Message Cont...

The three main bills left in the tax reform discussion are highlighted below, with the basic base broadening and rate reduction provisions being the same in all three:

SB 617: Reduces individual income tax rates, corporate income tax rates, changes allocable income and apportionable income calculation methods and joins the Streamlined Sales and Use Tax Agreement. Includes revenue “enhancers” for highway funding through an increase in fuel taxes. (See above.)

HB 2540: Reduces individual income tax rates, corporate income tax rates, changes allocable income and apportionable income calculation methods, joins the Streamlined Sales and Use Tax Agreement, and includes a host of other tax credit revisions. Includes revenue “enhancers” for highway funding through an increase in registration fees.

NOTE – The basic premise for the registration fee increase is the fact these fees haven't been increased since 1984. The initial proposal was to adjust the 1984 rate to 2018 amounts. Unfortunately for trucking that increase would make Missouri truck registration rates the 2nd highest in the country! Subsequent versions have capped the truck registration fees at a more modest INCREASE of \$500 per truck.

MoTA continues to strongly work against this provision. Missouri currently has the 23rd highest registration fees in the country, and the 45th lowest diesel fuel taxes. It is clear to us which avenue legislators should take to increase highway funds.

Please stay tuned on this issue as it develops in the coming days and weeks...

SB 674: Reduces individual income tax rates, corporate income tax rates, changes allocable income and apportionable income calculation methods. Does not include any revenue “enhancers” for highway funding.

Platooning

Efforts to remove the 300 foot following distance for commercial trucks so as to allow platooning in Missouri is still working its way through the legislative process. Bills have been approved by the Transportation Committees in both the House and Senate, and the platooning language continues to find its way onto other transportation bills as well. The main opposition is coming from the Teamsters, but all of their talking points are focused on autonomous vehicles instead of platooning vehicles. None of the platooning bills or language would remove the driver from the second vehicle, as a driver is currently required in Missouri statutes.



~Tom Crawford

Happy
Spring!





Carriers Keep Rolling Out Driver Pay Raises

The need for truck drivers has spurred a number of carriers recently to raise compensation and entice qualified drivers to stick around. Trucking companies find themselves competing for talent as the unemployment rate hovers around 4%, the economy expands and the freight market moves at a boiling-hot pace.

For instance, the value of Truckstop.com's Market Demand Index in March was near its all-time high, demonstrating an extraordinarily strong need for trucks and truck drivers.

And a study in 2017 by American Trucking Associations found that driver pay had gone up in the previous four years at a measured pace. ATA reported that truckload drivers last year working a national, irregular route received pay of \$53,000, a rise of \$7,000, or 15%, from 2013. A private fleet driver in 2017 earned more than \$86,000, up \$13,000, or nearly 18%, from 2013.

In response, Memphis, Tenn.-based Intermodal Cartage Co. said it would give its drivers pay raises averaging more than 30% as of April 15. Intermodal is a division of IMC Cos., a national network of intermodal logistics businesses.

"Our goal is to retain seasoned drivers while attracting new talent to our growing industry," IMC Chairman Mark George said. IMC ranks No. 84 on the Transport Topics Top 100 list of the largest for-hire carriers in North America.

Maverick Transportation raised the pay of its over-the-road, temperature-controlled division drivers by 5 cents a mile. The increase will take effect April 29 and bring starting pay from 51 cents to 55 cents per mile. Drivers in the division also are part of a \$1,000 weekly minimum guarantee pay program, and the firm is offering a \$5,000 sign-on bonus for drivers with at least one year of experience.

~Transport Topics

Read the full article [here](#)

A race against the clock: Truckers cite problems with HOS rules

Overall, the complaints aren't focused on ELDs themselves but on the HOS rules the devices enforce. Here's a look at what we have heard.

Don't add to the overall time frame allowed for driving, many commercial truck drivers say, but allow that time to be paused when drivers are delayed, rather than requiring those 14 hours to keep running down and forcing a race against the clock. Or allow the off-duty/sleeper berth time the HOS rules call for to be split up to allow drivers to rest when they need to and break up the on-duty clock.

We thought we'd heard a lot about what truck drivers and fleets say should be changed concerning the Federal Motor Carrier Safety Administration's (FMCSA) HOS regulations. But after an article in Fleet Owner, Truck-er's sister publication, seeking input on what drivers and fleets had to say since the full enforcement of the electronic logging device (ELD) mandate, hundreds more comments flooded in.

This is clearly an issue that many drivers feel very strongly about. Overall, the complaints aren't focused on ELDs themselves but on the HOS rules the devices enforce. Here's what we have heard.

Fix the rigidity and inflexibility.

"The [HOS] rules themselves aren't terrible; it's the lack of flexibility that is the worst," the president of one trucking company said.

A company that provides regulatory services for owner-operators and small trucking companies noted, "A few of the comments we hear: 'Need flexibility with the on-duty clock.' 'Too much time is wasted waiting to load or unload.' 'Taking a nap and have to move the truck to break the 10-hour off-duty time.' 'Getting loaded/ unloaded late and then have to move off the property to find a parking spot with little or no on-duty time left.'"

~Transport Topics

Read the full article [here](#)

New Members Continued...

McLeod Software
2550 Acton Road
Birmingham, AL
(205) 823-5100
Ms. Julie Fritz

My Movers Moving & Storage
1913 East Florida Street
Springfield, MO 65803
(417) 882-6683
Ms. Trish Pearson

House Bill Would Allow Interstate Trucking for 18- to 21-Year-Olds

A new bill that would open interstate trucking opportunities to people between the ages of 18 and 21 was introduced in the House of Representatives March 21.

The Developing Responsible Individuals for a Vibrant Economy, or DRIVE-Safe Act, proposes a two-step program for prospective young drivers to complete once they obtain a commercial driver license. The legislation, introduced by Rep. Duncan Hunter (R-Calif.) and Rep. Trey Hollingsworth (R-Ind.), would require these drivers to log 400 hours of on-duty time and 240 hours of driving time with an experienced driver in the cab after earning a CDL.

Once completed, the young driver would be able to participate in interstate commerce. Current federal law does not permit 18- to 21-year-olds to drive Class 8 trucks across state lines. Industry representatives have pointed out that these restrictions prevent 30-minute deliveries in places like the Washington, D.C., area (to neighboring states), but allow drivers to make six-hour trips within Virginia.

“This is a common-sense proposal that will open enormous opportunities for the 18- to 21-year-old population, giving them access to a high-paying profession free of the debt burden that comes with a four-year degree,” said American Trucking Associations President Chris Spear. “Moreover, this bill would strengthen training programs beyond current requirements to ensure safety and that drivers are best prepared.”

“Moreover, this bill would strengthen training programs beyond current requirements to ensure safety and that drivers are best prepared.”

According to a press release issued by Hunter, one of the bill’s co-sponsors, the DRIVE-Safe Act would help address the industrywide driver shortage. ATA last year reported the shortage at more than 50,000 drivers. The American Transportation Research Institute publishes separate studies on driver issues and motor carrier issues. Their most recent analysis revealed that the driver shortage topped both of those lists as the most pressing issue.

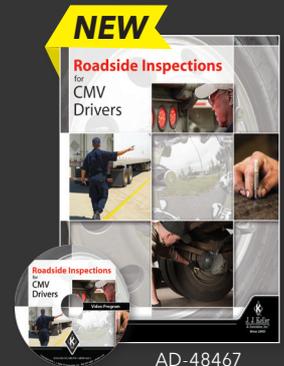
In addition to facing a dearth of drivers, the trucking industry is also characterized by an aging workforce. Kevin Burch, president of Jet Express Inc., and immediate past chairman of ATA, said at a recent conference that while the average age of all U.S. workers is about 42 years, the average age of private carrier workers is 52. Because members of the trucking industry tend to be older, recruiting young talent is vital, Burch said.

“Unfortunately, we see many young Americans faced with the choice of either taking on thousands of dollars in college debt or entering into a job market with grim prospects for untrained workers,” said Hunter. “My legislation addresses this issue in the trucking industry by allowing qualified drivers under the age of 21 to enter into an intensive vehicle operation and mentor-apprentice training program, allowing them to cross state lines moving freight across the country. This is a common-sense approach that creates job opportunities for younger workers and provides a vital resource to America’s trucking industry that is critical in supporting our growing domestic economy.”

Read the full article [here](#)

Get Your Drivers Ready For **ROADSIDE INSPECTIONS**

J. J. Keller’s **NEW** *Roadside Inspections for CMV Drivers* training program gives drivers clear guidance on how to prepare for an inspection and show their ELDs during an inspection.



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~Transport Topics



House Consideration of Meal-and-Rest-Break Provision Possible Week of April 23

Three lawmakers are sponsoring an amendment to an aviation reauthorizing bill aimed at ensuring nationwide uniformity for meal-and-rest break rules for truckers.

Reps. Jeff Denham (R-Calif.), Henry Cuellar (D-Texas), and Jim Costa (D-Calif.) are seeking consideration on the House floor for an amendment that would clarify regulations related to motor carriers in a 1994 aviation policy law.

The House Committee on Rules is scheduled to meet April 24 to outline the debate parameters for a bill that would reauthorize the Federal Aviation Administration. The committee also is expected to decide which amendments to make in order during floor debate. Senate consideration would follow soon after.

The House legislation sponsored by Transportation and Infrastructure Committee Chairman Bill Shuster (R-Pa.) would reauthorize the FAA through fiscal 2023, and would seek to improve how federal agencies plan for the mitigation of natural disasters. The FAA's authorization expires Sept. 30.

"This bill provides many important reforms that will help U.S. manufacturers and job creators lead in a very competitive global marketplace," said Shuster on April 13. "This legislation ensures long-term investment and stability in aviation infrastructure for America's large, small and rural communities, and it addresses issues to help maintain the safety of our system."

An aviation reauthorizing measure in the Senate does include a meal-and-rest-break provision that would ensure nationwide uniformity of rules for truckers.

American Trucking Associations has expressed support for such a provision, which the group said would clarify a requirement in a 1994 aviation law to block a 2011 law in California. That state's law requires employers to provide a "duty-free" 30-minute meal break for employees who work more than five hours a day as well as a second "duty-free" 30-minute meal break for people who work more than 10 hours a day.

~Transport Topics

Read the full article [here](#)

FMCSA Assigns CSA Severity Weights to ELD Violations

The Federal Motor Carrier Safety Administration has assigned severity weights to each of about a dozen electronic logging device-related violations that are being recorded on a driver's or motor carrier's safety profile score.

In a posting earlier this month on the agency's Compliance, Safety, Accountability website, FMCSA said that any of the ELD-related hours-of-service violations written up will be added to safety measurement system scores.

The severity weights range from five points for not having an ELD to one point for failing to make annotations on the ELD when applicable.

"As of April 1, 2018, violations related to electronic logging device regulations found during roadside inspections are being used in the SMS," the agency said in a web posting. "These violations are not being applied retroactively; violations recorded prior to April 1, 2018, will not be counted in SMS. Motor carriers that have received ELD-related violations will start to see them reflected in their HOS Compliance BASIC in early May 2018 when the next monthly SMS results are released."

A complete list of the ELD violations and their severity weights is available in the SMS Appendix A spreadsheet.

~ Transport Topics





Fuel haulers get conditional rest exemption from FMCSA

Under certain conditions, fuel trucks can operate for 12 hours a day without triggering the rest break requirement.



The Federal Motor Carrier Safety Administration (FMCSA) has granted an exemption from the 30-minute rest break requirement for trucks hauling petroleum products. Under certain conditions, fuel trucks can operate for 12 hours a day without triggering the rest break requirement, according to Monday's announcement.

With this exemption, FMCSA recognized that “these drivers receive several short ‘breaks’ each day when they unload... at service stations.”

“This is a great development for our fuel haulers and a shining example of association partnership for trucking advocates,” said Daniel R. Furth, the National Tank Truck Carriers (NTTC) president. “We are thrilled that the agency agrees that this relief will lower costs for carriers and prices for consumers without compromising safety on our nation’s roadways.”

The NTTC and the Trucking Association of Massachusetts (TAM) jointly applied for the exemption in August 2017. The two organizations requested that FMCSA exempt the drivers that would be on-duty more than 12 hours so long as their vehicles were carrying petroleum products and were equipped with an electronic logging device (ELD). FMCSA agreed that the time these drivers spend unloading provides rest that is equivalent to, and often great than, rest from the traditional 30-minute rest break. Accordingly, the exemption allows these drivers a 14-hour window to make their fuel runs.

“Today’s announcement will provide relief that allows our drivers to get more rest and creates flexibility that will provide improved customer service and greater efficiencies throughout the fleet,” former TAM chairman and NTTC member John Hamel, president of J&S Transport Co. of Lynn, MA, said on Monday.

The agency’s full announcement was published in the April 9 issue of the Federal Register

~American Trucker

Member Cancellations as of April 2018

Name of Company	Class	Dues
Alere EScreen	Allied	\$350
Bagnell Moving and Storage	Mover	\$550
Banks Moving & Storage	For Hire	\$400
Barnes-Ferguson Trucking	For Hire	\$350
Henson Trash Service Inc.	Waste Transporter	\$350
Kansas City Moving & Storage	Mover	\$550
KC Disposal	Waste Transporter	\$350
King’s Moving & Storage	Mover	\$550
McNeilus Truck & Manufacturing Co.	Allied	\$350
Midwest Transport Inc.	For Hire	\$400
Rapid Removal Disposal	Waste Transporter	\$650
TransChemical Incorporated	Private	\$350



Former trucker gets consecutive life sentences for role in deadly 2017 human smuggling case

A former Florida-licensed truck driver has been sentenced to two concurrent life sentences without parole for his role in the deaths of 10 immigrants who died while being transported in a sweltering tractor-trailer in San Antonio last summer.

According to a report from the San Antonio Express-News, the judge in the case equated former owner-operator James Matthew Bradley Jr.'s actions to torture. Bradley originally pleaded not guilty in August, but later changed his plea in October to guilty, the report states, on two counts of conspiracy to transport undocumented immigrants for profit, resulting in death.

The crime unfolded in a Walmart parking lot in San Antonio on July 22, 2017, when 39 undocumented immigrants were found in the back of a trailer. The trailer had a reefer unit, but it wasn't working while the immigrants were in route from Laredo to San Antonio.

After 10 found dead in tractor-trailer, trucker charged with illegally transporting immigrants

Thirty-nine undocumented immigrants were found in the back of a tractor-trailer in San Antonio late Saturday night. As of Monday morning, 10 of them have ...

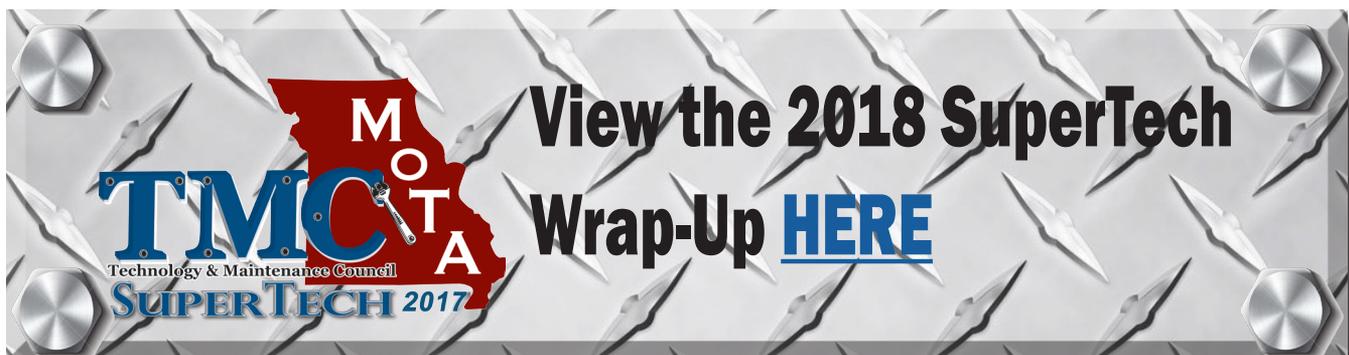
San Antonio Police Chief William McManus said in a statement that a truck was parked outside of a Walmart store in San Antonio when his department received a call from a Walmart employee that someone from the truck approached them asking for water.

McManus said when SAPD arrived on the scene, they found eight victims dead in the trailer. A ninth person was found Sunday morning in the woods near the store who later died in a hospital. A tenth victim later died in a hospital. San Antonio Fire Chief Charles Hood said in the press conference last year a total of 38 people were found in the trailer, ranging in age from school-age children to adults in their 20s and 30s. That number increased to 39 when the victim was found in the woods nearby.

According to the San Antonio Express-News report, survivors told investigators there may have been more than 70 people in the trailer when it arrived in San Antonio, and up to 200 were in the trailer at one point. Many reportedly left in vehicles from the Walmart parking lot before police arrived.

Bradley reportedly had his CDL revoked in April 2017 and had a criminal record dating back to the 1990s. At the time of the smuggling discovery, Bradley had been working as an owner-operator, without a CDL, for Iowa-based Pyle Transportation, which has since been shut down by the Federal Motor Carrier Safety Administration for hours-of-service and driver fitness violations.

~Commercial Carrier Journal



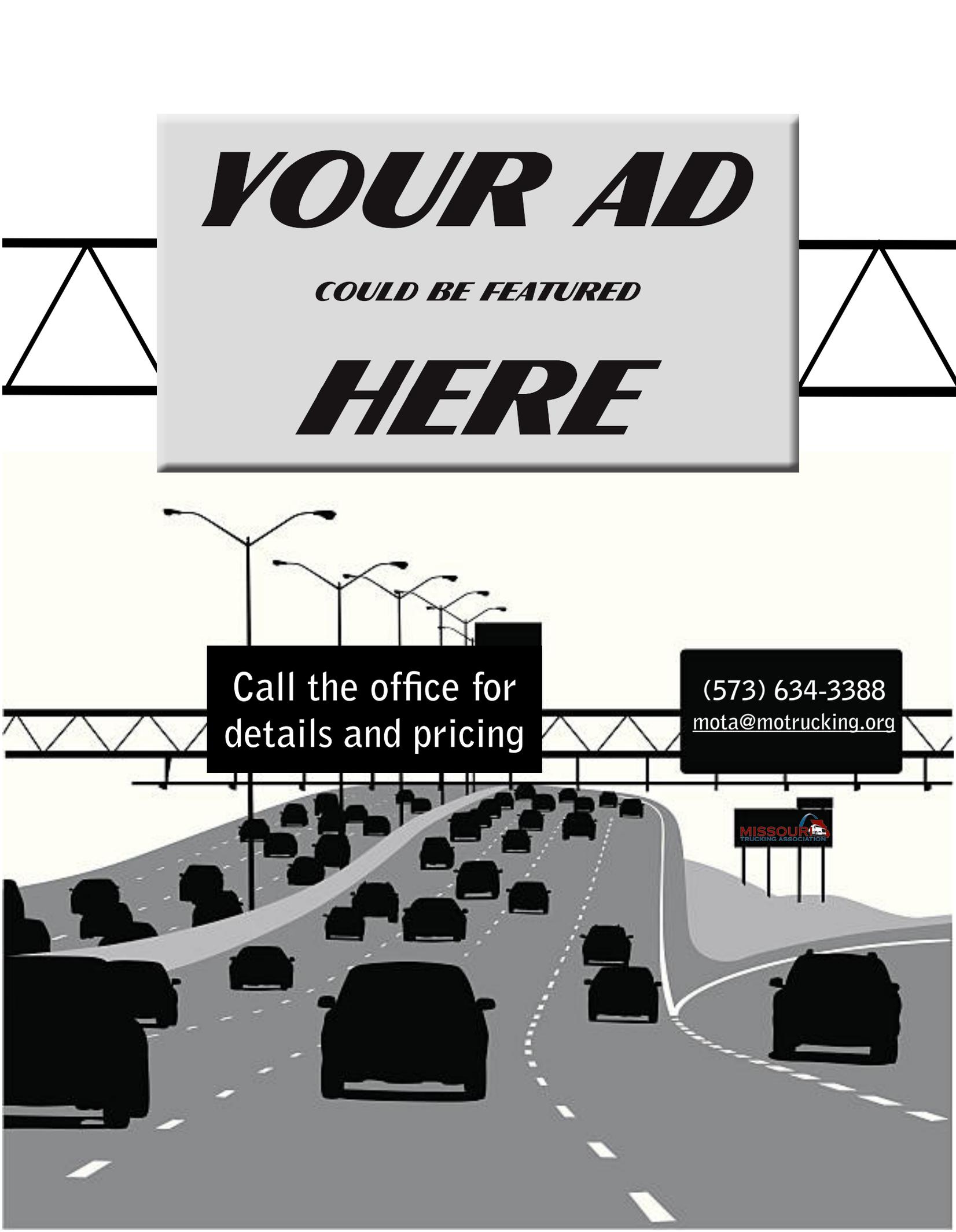
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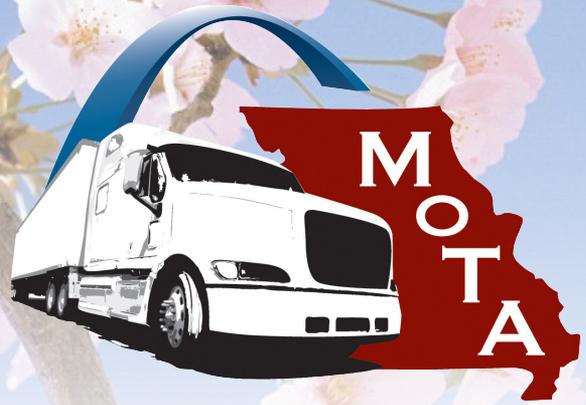


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