



Missouri Memo

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April/May 2009

Missouri Motor Carriers Association — www.motrucking.org

Memo No.3

New Members

ALLIED

Colonial Life

1902 W. Old Plank Village Dr.
Columbia, MO 65203
Doug Franckowski
573/289-5005

Gil's TranServe, LLC

4146 Stafford Woods Court
Saint Charles, MO 63304
Gil Peters
314/225-7000

Transportation Capital Mergers

2241 Deer Springs
Belleville, IL 62221
Michael Ryan
314/667-4100

PRIVATE

Leo O'Laughlin Inc.

499 North 4th Street
Shelbina, MO 63468
Cindy O'Laughlin
573/588-4151

FOR HIRE

Whitworth Specialties LLC

20890 Old Cross Trail
Unionville, MO 63561
Scott Whitworth
660/355-4608

Rogers Trucking, Inc.

22879 Potter Trail
Kirksville, MO 63501
Helen Rogers
660/665-6701

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Missouri Memo

President's Message

Beginning the 2009 Legislative session, MMCA launched a new advocacy effort aimed at fortifying our relationships in the Capitol. For many, the 24 Hour Program gave members a reason to be inside the Capitol for the first time since grade school or maybe even their first visit ever! For others who have been there before, perhaps it was the first time they had gone to the Capitol with a mission. Whatever the reason, we were excited to welcome members to Jefferson City nearly every week and work with them as we told the story of trucking, time and time again, to friendly legislators and not so friendly legislators alike.

Through it all, an interesting phenomenon developed. Legislators were looking forward to MMCA member visits. For the few weeks we did not have a member in the Capitol, legislators asked "where's your trucker?" and were afraid they had missed you. What started as a simple relationship building effort turned into legislators seeking you out. Not for the "free meal" that many cynics reading this may be thinking or what the media reports about — most of our meetings in fact did not involve food. The reason most legislators sought you out was for information and your good business sense.

Sure, professional lobbyists, the "hired guns" that work the halls provide information – but this was different and legislators recognized it immediately. The difference was YOU! You are real people, responsible for running a business in this economic environment that provides employment for many of their constituents. Legislators wanted to hear your thoughts on what was going on in "the real world." They were interested in your ideas on what they could do to help your company succeed. And every week, you delivered the message. For some legislators, it served as reinforcement to what they already knew. For others, it opened their eyes to how their decisions impact their constituents on a personal level. For all, it served as the foundation of a relationship that we will foster and grow in the coming years.

As we wind down this session, we will have much more information on the 24 Hour Program and MMCA's advocacy efforts in our next MO Memo. Until then, "Thank You" to all who participated in the 24 Hour Program in 2009!

Stay tuned for next months' report on how we fared this session!

MMCA Applies for Emission Reduction Monies on Behalf of Member Fleets

MMCA submitted a proposal to the EPA which would allow the association to administer up to \$5 million in federal grant monies to assist members in implementing fuel savings and emissions reductions technologies. As part of the American Recovery and Reinvestment Act (ARRA) these funds will be available for members who will provide some matching funds to implement the use of APUs, low rolling resistance tires and trailer aerodynamic equipment all designed to help increase fuel economy and reduce unnecessary diesel emissions. In addition, MMCA also submitted a proposal to EPA which would allow the association to partner with a bank to offer up to \$5 million in innovative financing programs to assist members in implementing the previously mentioned fuel savings and emissions reductions technologies as well as to assist in offsetting the additional cost of new and used equipment with Smartway certified upgrades included.

These are competitive grant and financing proposals, so MMCA awaits the EPA decision, expected in late May or early June. If awarded any of the potential \$10 million in funds, MMCA will have to move quickly to implement the program according to the EPA requirements. Stay tuned and thanks to all members who assisted in submitting these two applications! ▲



2009 Drivers of the Month

January

Joe Mangiaracino
FedEx Freight
St. Clair

February

Archie McCourt
Prime, Inc.
Springfield

March

Francis Buzzard
Above Par Leasing
Webb City

Democrats to Withdraw Support of Card Check

Sen. Blanche Lambert-Lincoln (D-Ark.) announced this week that she will not support the closure vote or final passage of the Employee Free Choice Act (EFCA), otherwise known as "card check" legislation. With the recent announcement from Sen. Arlen Specter (D-Pa.) that he will not support EFCA, card check supporters are now two votes shy of the necessary number needed to bring this bill up in the Senate. While this is further indication that our message that EFCA is anti-jobs and undemocratic is resonating in Congress, the fight is not over. Although they have not stopped lobbying in support of the legislation, labor groups have begun publicly stating that they would be open to compromise and could support some form of "card check-lite". The business industry has been united in its message that there is not room for any compromise on anything resembling card check or mandatory binding interest arbitration. Other Democratic Senators have publicly expressed their own concerns with EFCA. These Senators include: Dianne Feinstein (D-Calif.), Mark Pryor (D-Ark.), Ben Nelson (D-Neb.). It is important that you continue to contact these Senators and encourage them to oppose the Employee Free Choice Act. ▲

Truck Weight Bill Introduced in the House

A bill that would allow states to authorize an increase in their weight limits on Interstate highways was introduced in the U.S. House of Representatives on March 30. The "Safe and Efficient Transportation Act of 2009" (H.R. 1799) was co-sponsored by Reps. Michael Michaud (D-Maine) and Jean Schmidt (R-Ohio). The legislation would allow the operation of trucks at a maximum gross weight of 97,000 pounds, provided the vehicle has at least six axles, including a tridem axle group with a weight limit of 51,000 pounds. Axle weight increases of up to 2,000 pounds are authorized at the state's option. The heavier weight limit would be allowed only if approved by a state legislature. The bill increases the annual Heavy Vehicle Use Tax for vehicles qualifying under the bill to a maximum of \$800. Funds generated by the increase are dedicated to pay for bridge projects in states that authorize the operation of the heavier vehicles. The bill requires data on safety and infrastructure impacts that result from the operation of the vehicles to be reported to the U.S. Secretary of Transportation, who has the authority to terminate the operation of the heavier trucks on any route where a safety problem is detected. The legislation is supported by ATA and a number of carriers, shippers and shipper organizations. Three coalitions supporting the bill will be holding a Capitol Hill fly-in on April 1 to promote H.R. 1799. ▲

MEMBER CANCELLATIONS - APRIL 2009

| <u>Name of Company</u> | <u>Class</u> | <u>Dues</u> |
|-------------------------------------|----------------|-------------|
| Affton Trucking Co. Inc. | For Hire | \$2,337.00 |
| Broadway Wrecker | For Hire | \$300.00 |
| Carthage Marine Transport LLC | For Hire | \$323.50 |
| Cheyenne Logistics | For Hire | \$300.00 |
| Comdaco Inc. | Allied | \$350.00 |
| Jefferson Asphalt Company | Private | \$300.00 |
| Meeks Building Center | Private | \$300.00 |
| Negwer Materials Inc. | Private | \$870.00 |
| ProDrivers | Allied | \$350.00 |
| Raineri Building Materials | Private | \$763.00 |
| Sentinel Industries Inc. | Private | \$300.00 |
| T-Chek Systems, Inc. | Allied | \$350.00 |
| U M B Bank, N A | Allied | \$300.00 |

Missouri Memo

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Memo No. 2



Diesel Price Projected to Rise, DOE Says

Diesel fuel will average \$2.23 a gallon this quarter and rise to \$2.31 in the third quarter, the Energy Department said.

Trucking's main fuel will average \$2.30 this year, up from the \$2.19 forecast last month, DOE said in its monthly short-term energy outlook released Tuesday.

Next year, the price will climb even higher, to an average \$2.69, the outlook said, well above the \$2.51 projected last month.

Diesel averaged \$3.79 last year, and the national average price in its most recent weekly survey released Monday was \$2.229 — up 0.1 cent from last week but more than \$2.50 below the record \$4.764 set last July.

Regular gasoline will average \$2.23 during the upcoming summer driving season and peak at \$2.30 later this summer, DOE said — well above the \$1.96 it previously projected gas would average for the year. Gas peaked at an all-time high of \$4.114 last July.

Crude oil will average \$53 per barrel this year and rise to \$63 per barrel in 2010, DOE said, up from its previously projected \$42 per barrel for 2009 and \$53 for 2010. ▲

Technical Guidance on Securing Hay Bales

The Federal Motor Carrier Safety Administration issued a technical review that has prompted roadside inspectors to take a fresh look at how bales of hay and straw are being secured to assure vehicle stability. If you follow the technical guidelines in the document, your load is recognized as being appropriately secured even though you have not met the general cargo securement requirements specified in Sections 393.100-393.114. Use of the methods in the technical document meet the "equivalent means of securement" provisions of Section 393.1 02©. The results of testing demonstrated conclusively that these equivalent securement methods meet or exceed the performance criteria established by the federal regulations and do not result in any degradation in the level of safety during transport. ▲

MMCA Members to Chair Missouri's Highway and Transportation Commission

On March 4, 2009, Mike Kehoe of Kehoe Ford, Jefferson City, began a one-year term as chairman of the Missouri Highways and Transportation Commission. David Gach of Dave's Diesel Service, St. Joseph, will serve as vice-chair. Kehoe and Gach have both served on the commission since 2005, with terms ending in 2011.

The six-member bipartisan commission governs the Missouri Department of Transportation. With more than 6,200 employees and an annual budget of about \$2 billion. MoDOT builds and maintains the nation's seventh-largest state highway system and supports other transportation modes in Missouri.

"This is an exciting, but challenging time to take over as the commission's chair," Kehoe said. "We're fortunate to have received federal economic stimulus funding that will allow us to move ahead with some necessary transportation projects. At the same time, we're experiencing declining state and federal funding for transportation, which means we'll have to determine how to provide a quality transportation system to Missourians in the future."

Kehoe owns and operates auto dealerships in Jefferson City. Gach is owner and president of a diesel repair business in St. Joseph. He also manages a land excavation company and owns commercial property and farmland.

Other commission members are Rudy Farber, Neosho, and Grace Nichols, St. Charles. ▲

Caution at the Border

U.S. truck drivers who operate near the Mexican border are being warned to stay alert against increasing attacks and hijackings. "Violence amongst Mexican drug cartels in the border states, on both sides of the U.S.-Mexican border, has exponentially increased in the past year," according to an alert issued from First Observer, a trucking security program funded by a grant from the Department of Homeland Security. The program noted that truck drivers operating at the border carry a safety risk since they are involved in operations that may be of interest to these criminals. The alert did not come from the government itself, but the program is funded by a grant from the Department of Homeland Security, and a spokeswoman for the Transportation Security Administration (TSA) said the agency agreed with the assessment. The deputy attorney general of the TSA said that the department "has identified the Mexican drug-trafficking organizations as the greatest organized crime threat facing the United States today." Last year, about 5,300 people were killed in drug-related fighting along the border. U.S. truckers are urged to exercise extreme caution when operating along the Mexican border. Safety precautions include staying on toll roads, creating a distress code to call for help, reporting in with dispatchers after all scheduled and unscheduled stops, and ensuring in advance that cell phones have access to service in areas the driver will be operating in. ▲

Single Wide Tires Boost Fuel Economy

Federal researchers said they have confirmed manufacturers' claims that single wide tires can boost a truck's fuel economy, but one tire expert said they may not be suitable for every fleet.

The researchers' findings, part of the Department of Energy's Class 8 Heavy Truck Duty Cycle Project, found that using single wide tires on a truck's drive and trailer axles can improve fuel efficiency 6% to 10%, compared with standard dual configurations.

For example, the heavier a truck's payload, the greater the benefit from the switch to single wides, said Bill Knee, group leader for the transportation technology group at DOE's Oak Ridge National Laboratory, Oak Ridge, Tenn.

"As we went from low to high weight, the marginal difference between the duals and the singles increased," Knee said. "What that suggested to us was that you'll get more of a marginal benefit the more weight you carry."

While single wide tires offer better fuel economy at high payloads, compared with duals, Knee noted that increasing the weight of a load drives overall fuel efficiency down.

Oak Ridge published the report containing the data on single wide tires late last month. The 383-page document details research dating back to 2006.

Single wide tires were not originally slated to be part of DOE's research, but Knee told Transport Topics, "When Michelin heard we were doing this . . . they said, 'Can we piggyback on your test?'"

Oak Ridge testers agreed, and Michelin provided single wide tires to be fitted on six trucks and 10 trailers provided by Schrader Trucking Co., a regional truckload carrier in Jefferson City, Tenn.

Michelin, in a statement, said the agency's report "confirms what our engineers and designers have said since we launched the Michelin X One nine years ago."

Meanwhile, a representative of the Tire Industry Association, Bowie, Md., said the fleets that could benefit most from single wide configurations would see the biggest payback, not from better fuel economy but from a lighter truck.

"I don't think that the fleets that are choosing those tires are doing it for the fuel," Kevin Rohlwing, the tire group's senior vice president of training, told TT in an April 3 interview. Single wide configurations "seem to be best suited for applications that are weight-conscious," such as fuel or bulk hauling.

Replacing duals with single wide tires removes about 1,200 pounds from a truck-trailer combination's total weight, Rohlwing said. "The fleets looking at these super-wide tires are the ones that can see the gains from adding these extra 1,200 pounds of cargo," Rohlwing said. However, a fleet hauling consumer goods — which typically "cube out" before they "weigh out" — is less likely to benefit from single wide tires, better fuel economy notwithstanding, Rohlwing told TT.

"Whatever fuel mileage gains are made by [single wides] are going to be offset by additional tire costs," Rohlwing said.

Rohlwing also estimated that single wide tires cost "probably twice as much" as standard truck tires.

"The retreadability of [single wide] tires isn't the same as the retreadability of standard tires," Rohlwing said. Fleets "can get 500,000 miles out of a casing, and it has yet to be seen if those super wides can get that same type of mileage out of their casing." ▲

Legislation Encourages Motor Carriers to Adopt Safety Technology

Rep. Mike Thompson (D-Calif.) and Rep. Geoff Davis (R-Ky.) recently introduced legislation to provide a tax incentive for accelerating deployment of advanced safety systems in commercial vehicles. Fleet owners cite high costs as the primary impediment to adoption and installation of technologies such as brake-wear monitoring systems, stability control and roll stability systems, lane departure warning systems with blind spot detection, and collision warning systems with adaptive cruise control.

This legislation provides fleets with tax incentives to make such systems more affordable, helping to increase their use and reduce injuries and fatalities. If enacted, H.R. 2024, the Commercial Motor Vehicle Advanced Safety Technology Tax Act, will apply to all commercial motor vehicles over 26,000 pounds, including trucks, trailers, motor coaches, transit buses and school buses. The bill creates a tax credit of 50 percent of the system's retail cost to a maximum of \$1,500, \$3,500 per vehicle, and \$350,000 per carrier. H.R. 2024 was referred to the House Ways and Means Committee and has 10 cosponsors.

ATA supports the bill but would like to see increases to the maximum benefits. H.R. 2024 allows the Federal Motor Carrier Safety Administration and the National Highway Traffic Safety Administration to add to or remove technologies from the list of systems that qualify for the tax credit. This legislation will encompass both the original equipment and aftermarket installation of these safety systems. ▲

Protecting America's Workers Act

As expected, House Democrats introduced the "Protecting America's Workers Act" (OSHA Reform), April 23 as amendments to the 1970 OSH Act. The bill number has not yet been assigned. The current version of the PAW act is slightly modified from last year's bill but its provisions are nonetheless controversial to the industry. Additionally, the House Education and Labor Committee will hold two hearings next week: the first focusing on the efficacy of OSHA's penalties structure and the second on improving OSHA's Enhanced Enforcement Program (EEP). Stay tuned for more information relative to the outcomes of these two hearings.

Below is a summary of the House OSHA Reform bill:

Specifically, the Protecting America's Workers Act:

- Expands OSHA coverage to include state and local public employees and federal government workers.
- Expands coverage to millions of other workers inadequately covered such as airline and railroad employees, and Department of Energy contractors.

Health and Safety Penalties

- Raises civil penalties and indexes those penalties to inflation.
- Establishes mandatory minimum penalties for violations involving worker deaths.
- Allows felony prosecutions against employers who commit willful violations that result in death or serious bodily injury, and extends such penalties to responsible corporate officers.
- Requires OSHA to investigate all cases of death and serious injuries (i.e. incidents that result in the hospitalization of 2 or more employees).

Whistleblower Protections

- Codifies regulations that give workers the right to refuse to do hazardous work.
- Clarifies that employees cannot be discriminated against for reporting injuries, illnesses or unsafe conditions, and brings the procedures for investigating and adjudicating discrimination complaints into line with other safety and health and whistleblower laws.

Holds Employers Accountable to Workers & Their Families

- Provides workers and employee representatives the right to contest OSHA's failure to issue citations, classification of its citations, and proposed penalties.
- Gives injured workers, their families and families of workers who died in work-related incidents the right to meet with investigators, receive copies of citations, and to have an opportunity to make a statement before any settlement negotiations.
- Clarifies that the time spent by an employee accompanying an OSHA inspector during an investigation is considered time worked, for which a worker must be compensated.
- Prohibits OSHA from designating a citation as an "unclassified citation" where an employer can avoid the potential consequences of a "willful" violation, the most serious violation.
- Allows any worker or their representative to object to a modification or withdrawal of a citation, and entitles them to a hearing before the Occupational Safety and Health Review Commission.

ATA will be working closely with our OSHA industry coalition partners as well as with Congress to address concerns raised by this legislation. ▲

AFTC Releases Harvest Season Safety Guide

ATA's Agricultural and Food Transporters Conference (AFTC) is rolling out the "Manager's Guide to Safe Trucking During Agricultural Planting and Harvest Season." The guide is free to download and print at <http://www.truckline.com/Federation/Conferences/AFTC/Documents/Safe%20Trucking%202009.pdf>

Its purpose is to educate truck drivers and their managers in the agricultural industry about the importance of safe operation. Agricultural seasons are subject to the vagaries of nature and require flexibility to get the job done. The forces of nature such as rain and frost often dictate work schedules which can sometimes involve short periods of intense work. This guide is being promoted not only to ATA members but widely to the agriculture industry through partnerships with many agricultural organizations. ▲

FMCSA Identifies Carriers Transporting Vehicles as Hazardous Material Carriers

The Federal Motor Carrier Safety Administration (FMCSA) is notifying carriers transporting internal combustion engines, self propelled vehicles, mechanical equipment containing internal combustion engines and battery powered vehicles that they must register on their MCS-150 form (block 15) that they are transporters of hazardous materials.

In doing so, the company must also maintain the minimum financial responsibility of \$1 million in public liability insurance. As in the past, no other requirements contained within 49CFR 173.200 such as markings, vehicle placarding or employee hazmat training, apply. In addition, since the load is not a "placarded load", a CDL hazardous material endorsement is not required. Auto carriers and agricultural carriers, among others, have received this FMCSA Notice. ▲

"Jason's Law" Introduced to Address Truck Parking Issues

On April 28, Rep. Paul Tonko (D-N.Y.) introduced H.R. 2156, known as "Jason's Law," in an effort to address a shortage of long-term parking on highways throughout the country. The bill was drafted at the request of the family of New York truck driver Jason Rivenburg, who was fatally shot while parked overnight at an abandoned gas station in South Carolina.

The legislation is similar to language supported by ATA that was included in the SAFETEA-LU highway bill, which expires in September. "Jason's Law" would invest \$120 million in projects that expand long-term truck parking capacity at rest areas, truck stops and other locations, and fund technological solutions to address truck parking shortages. ▲

GOVERNMENTAL & REGULATORY

Hazmat Preemption Bolsters Uniform Hazmat Regulations

On April 15, 2009, a United States District Court overturned a City of Alexandria's ordinance that restricted bulk tank truck transportation in an attempt to regulate Norfolk Southern Railroad's ethanol transloading facility.

The case stemmed from an Alexandria ordinance that required trucks leaving Norfolk Southern's ethanol transloading facility to obtain a permit. The terms of the permit restricted the hours during which ethanol could be transported from the transloading facility, limited the number of trucks accessing the facility to no more than 20 per day, and required that a copy of the permit be provided to each truck driver.

The Court found that the Alexandria ordinance was preempted by the federal hazardous materials transportation law. The Court rejected Alexandria's argument that the ordinance addresses only the movement of trucks through city streets and not hazardous materials handling and found that the practical effect of the permits is to regulate hazardous materials handling (i.e., transloading) and therefore the City ordinance is preempted on the grounds that it is not substantively the same as the federal regulations governing hazmat handling.

The Court also found that the ordinance functioned as an obstacle to the safe transportation of hazardous materials by imposing time and quantity restrictions on trucks transporting hazmat from the Norfolk Southern facility. The Court reasoned that these restrictions were not part of the federal hazardous materials transportation regulations and that these more restrictive regulations inhibit and obstruct Congress's goal of uniform hazmat regulations.

The Court also held that the Alexandria ordinance was preempted as a routing restriction that was enacted without complying with the federal procedures that governs state routing designations. ▲

FMCSA Plans to Get Tougher on Fines for Safety Violations

The Federal Motor Carrier Safety Administration (FMCSA) plans to tighten its standards on fines for safety violations, according to the April 2 issue of *Truckinginfo.com*. By law, FMCSA must impose the maximum fine for each violation in a pattern of violations of critical regulations. It also must impose the maximum fine on someone who has repeated the same or a related violation of a critical rule. Previously, the agency interpreted this in both instances to mean that the maximum fine applies when someone has three such violations within the past six years.

At the recommendation of the Government Accountability Office, the agency will now apply different standards to the two types of violations. A "pattern of violations" will occur when the agency finds two or more critical violations in each of three or more areas. This pattern can be found in a single instance of enforcement following prior contact between the agency and the carrier, and does not require a previous enforcement action. The necessary prior contact can range from a new entrant audit to a compliance review— anything that will alert the carrier to the agency's enforcement role. An important exception: a roadside inspection is not considered prior contact.

FMCSA is adopting a "two strikes" policy with respect to a carrier's repetition of the same or a related violation. A carrier will be subject to the maximum fine if it commits an acute violation within six years of a previous acute violation in the same area. Additionally, FMCSA has expanded the types of investigations under which maximum fines can be assessed, to include rated and unrated compliance reviews and on- and off-site investigations, among others. ▲

New Law Extends Net Operating Loss Carryback for Small Businesses

The Internal Revenue Service (IRS) announced on March 16 that small businesses with deductions exceeding their income in 2008 can use a new net operating loss tax provision to get a refund of taxes paid in prior years. To accommodate the change in tax law, the IRS updated the instructions for two key forms — Forms 1045 for individuals and trusts and 1139 for corporations — that small businesses can use to make use of the special carryback provision for tax year 2008. These forms are used to accelerate the payment of refunds.

The new provision, enacted as part of the American Recovery and Reinvestment Act of 2009, enables small businesses with a net operating loss (NOL) in 2008 to elect to offset this loss against income earned in up to five prior years. Typically, an NOL can be carried back for only two years.

“The new net operating loss provisions could throw a lifeline to struggling businesses, providing them with a quick infusion of cash,” said IRS Commissioner Doug Shulman. “We want to make it as easy as possible for small businesses to take advantage of these key tax benefits.”

With the economic downturn and the new law, the IRS expects record numbers of small businesses to be eligible for the refunds. The IRS is putting in special steps to ensure timely processing of these refunds to help small businesses during this difficult period. Small businesses with large losses in 2008 may be able to benefit fully from those losses now, rather than waiting until claiming them on future tax returns.

The normal two-year carryback remains available for businesses not electing the special carryback provision. If the loss exceeds the income for the carryback period, the taxpayer can continue to carry forward the remaining balance of the NOL for up to 20 years. For small businesses that use a fiscal year, this special carryback may be used for an NOL in either a tax year that ends in 2008 or a tax year that begins in 2008. Once a taxpayer makes this election, it may not be changed.

To qualify for the new five-year carryback provision, a small business must have no greater than an average of \$15 million in gross receipts over a three-year period ending with the tax year of the NOL. Businesses with more than \$15 million in gross receipts still qualify to carry back their 2008 NOL for two years.

Small businesses that file Form 1040 can also call 1-800-829-1040 with NOL questions. Corporations can contact 1-800-829-4933 with NOL questions. ▲

New I-9 Forms Must Be Used Beginning April 3

The U.S. Citizenship and Immigration Services (USCIS) posted a notice on its web site April 3 stating that the revised I-9 Forms (Employment Eligibility Verification Form) must now be used, beginning immediately. The I-9 Form was created under the Immigration Reform and Control Act of 1986 and requires employers to verify the identity and employment authorization of each person they hire for employment in the United States within three business days of the employee's first day of work. The I-9 Form must be executed by completing Section 1 on day one and Section 2 within three days of hire. Please note that all previous versions of the I-9 Form are invalid as of April 3. For more information, see the USCIS web site click on I-9. ▲

U.S. DOT to Review Motorcoach Safety; Recommend Action

U.S. DOT Secretary Ray LaHood April 30 ordered a full departmental review of motorcoach safety designed to create a Departmental Motorcoach Safety Action Plan from the review's findings. The plan will recommend specific steps regarding motorcoach safety.

“Motorcoaches have been a safe form of transportation in the United States for many years, but even a single crash or accident is unacceptable,” LaHood said. “We will continue our efforts to make them as safe as possible.”

U.S. DOT agencies participating in the creation of the Action Plan include NHTSA, FMCSA, FHWA and the Pipeline and Hazardous Materials Safety Administration.

The review will also consider outstanding recommendations to U.S. DOT from the NTSB. The report is expected to be completed and released by August 2009 ▲

NHTSA Reports Overall Highway Fatalities at Lowest Levels Since Kennedy Administration

According to a preliminary report released by the National Highway Traffic Safety Administration (NHTSA), fatal motor vehicle crashes dropped from 41,059 in 2007 to 37,313 in 2008, a 9.1 percent decrease and the lowest number of fatalities since 1961. This report did not include a separate breakout of truck-involved fatalities. Secretary LaHood attributes the decrease in highway fatalities to the increase in seat belt use and state legislatures moving to primary enforcement of seat belt laws. In October 2008, ATA's Safety Task Force adopted a number of aggressive strategies to enhance the use of seat belts, including primary enforcement. NHTSA also states that with a projected decrease of 3.6 percent in vehicle miles traveled (VMT) by the Federal Highway Administration, the fatality rate, per 100 million VMT, decreased to 1.28 from 1.36 in 2007. The actual count of fatalities will be reported in August 2009. ▲

WHTI Compliance Mandatory June 1; Data Elements to be Added to ACE April 25

The Western Hemisphere Travel Initiative (WHTI) requirements will go into effect June 1, 2009. Presently, U.S. and Canadian citizens need only show a driver's license and make an oral declaration of citizenship to enter the U.S. WHTI requires everyone, including U.S. citizens, entering the U.S. at the land borders to present documents proving both identity and citizenship. Customs and Border Protection (CBP) will also update the Automated Commercial Environment (ACE) system to incorporate seven additional WHTI compliant credentials for drivers transporting loads into the U.S. as of April 25. Beginning June 1, eManifests submitted in ACE without proper WHTI documentation will be rejected. Currently, ACE supports the Free and Secure Trade (FAST) card, passport numbers, laser visas, U.S. visas, Permanent Resident Cards, Reentry Permits, and Refugee permits. If your drivers have one of these WHTI compliant travel documents and you are submitting them as part of your eManifests, no further action is required. Beginning April 25, ACE will be updated to accept the seven additional WHTI-compliant documents including Enhanced Drivers Licenses (EDL) issued by participating U.S. states and Canadian Provinces, SENTRI and NEXUS cards, PASS cards, Native American/INAC documents, U.S. Military IDs, and U.S. Merchant Mariner Documents. A Customs and Border Protection circular listing the acceptable documentation for all drivers has been posted to Truckline.com at [http://pub.trucking.org/Newsroom/Documents/The%20Western%20Hemisphere%20Travel%20Initiative%20\(WHTI\).pdf](http://pub.trucking.org/Newsroom/Documents/The%20Western%20Hemisphere%20Travel%20Initiative%20(WHTI).pdf). Drivers interested in applying for a State Department Passport card, good only for land crossings, should visit http://travel.state.gov/passport/ppt_card/ppt_card_3926.html to learn how to apply. ▲

TWIC Compliance Goes Nationwide April 14; Some Alternate Compliance Extended

On April 14, anyone entering the secure area of a port will be required to hold a Transportation Worker Identification Credential (TWIC). The TWIC is a biometric security credential for anyone working in secure port areas. The TWIC is issued by the Transportation Security Administration (TSA) but enforced by the Coast Guard. The Coast Guard has allowed alternate compliance for anyone who presents identification (including driver's licenses) and proof that they have a TWIC card that is printed and in the mail or waiting for pickup. This alternate compliance is available through May 15 at the discretion of the port facility being visited. At ATA's request, the Coast Guard also issued a decision for alternate compliance for drivers holding FAST cards and HMEs on their CDLs. The Coast Guard allows such drivers, again at the discretion of the port facilities, to enter secure areas of the ports for up to 30 days after applying for a TWIC if they also present proof of application. This alternate compliance is set to expire on April 15. ATA recommends that carriers/drivers contact port facilities to ensure such compliance is available prior to arriving at the facility. ATA has advocated that the Coast Guard extend this alternate compliance regime indefinitely. ▲

AZ TO RUN TAX AMNESTY

The Arizona Department of Revenue has announced details of the state's tax amnesty program, which will last from May 1 through June 1 this year. The program covers the Arizona's income, sales and use, and liquor and tobacco taxes. (Motor fuel taxes, which are administered by the state department of transportation, are not included.) Liabilities overdue for filing periods beginning in the calendars year from 2003 through 2007 are all covered, along with 2002 liabilities, to the extent those were to have been reported to the state on an annual basis. Delinquents wanting to take advantage of the program must have all overdue returns in by June 1, along with the amnesty report form and the payment of all taxes due. Those who do will escape criminal prosecution for their delinquencies, any penalties that might otherwise apply, and a break on the interest charged. For more details, see <http://www.azdor.gov/taxamnesty/>. ▲

ENFORCEMENT OF CALIFORNIA-BASED TRU IDENTIFICATION AND REPORTING TO BEGIN

The California Air Resources Board is scheduled to begin enforcement of the identification and reporting requirements for California-based transport refrigeration units (TRU) beginning on April 16, 2009. A California-based TRU is a TRU-equipped truck, trailer, shipping container, or railcar that a reasonable person would find to be regularly assigned to terminals within California. All California-based TRUs must be registered with CARB and display an identification number. Non California-based TRUs are not subject to the identification and reporting requirements. ATA has filed an appeal of the Environmental Protection Agency's decision to grant California a waiver from federal pre-emption and the authority to enforce the TRU regulation. ATA is seeking an expedited appeal but has not yet been granted a hearing date. ▲

BEWARE: PARKING LIGHTS USAGE IN CALIFORNIA

Recently a MMCA member driver was issued a ticket in California because the driver had his parking lights on and not the headlights. The driver thought that he would have greater visibility to traffic around his vehicle if he had the running lights displayed.

California Vehicle Code states that, "No vehicle shall be driven at any time with the parking lamps lighted except when the lamps are being used as turn signal lamps or when the headlamps are also lighted. Motor carriers should advise their drivers that it is a violation of California Vehicle Code to have their parking lamps lighted except being used as a turn signal or when their headlamps are also lighted." ▲

CO INCREASES IRP FEES

Colorado has enacted two new registration fee surcharges, applicable to all vehicles, including commercial vehicles whose fees are apportioned to Colorado through the International Registration Plan. The surcharges are effective July 1 this year, but one of them will be phased in over two years. The first of the surcharges, the Bridge Safety Surcharge Fee, will be levied in the amount of \$32 (phased in at \$16 in fiscal 2009-10 and \$24 in fiscal 2010-11) on vehicles over 16,000 pounds unladen weight; the second, the Road Safety Surcharge Fee, will be \$39 for such vehicles, and levied in full this year. Colorado's fees, which include an in-lieu of property tax element, are already the highest collected under IRP. ▲

KENTUCKY TO POST MILTON-MADISON BRIDGE

The Kentucky Transportation Cabinet (KYTC) is preparing to post a 15-ton weight limit for the Milton-Madison Bridge, which carries U.S. 421 across the Ohio River from Milton, Ky. to Madison, Ind.

The posted limit has the effect of restricting commercial vehicle traffic from the bridge. Signs will be installed on regional routes to alert truck drivers to the weight restriction.

Vehicles weighing over 15 tons must take an alternate route to cross the Ohio River. The nearest Ohio River bridges are 46 miles downstream in Louisville, Ky. and 26 miles upstream near Vevay, Ind. ▲

MD JOINS AMNESTY STATES

By legislation (SB 552) passed April 13 and expected to be signed by Governor O'Malley, Maryland has joined the growing number of states offering a tax amnesty this year. Maryland's amnesty period will run for September and October of 2009, and covers delinquent corporate and personal income taxes, withholding, and sales and use taxes. As usual, increased penalties for tax delinquency take effect after the amnesty. Those who come forward during the amnesty period and pay all overdue taxes by the first of next year will have associated penalties and interest waived. Corporations with more than 500 U.S. employees, either by themselves or within a corporate family, are excluded, as are taxpayers who took advantage of Maryland's last amnesty, in 2001. ▲

DIESEL REFUNDS FOR MINNESOTA REFRIGERATED CARRIERS

The diesel used in a company's refrigerated trailers is eligible for a tax refund. Because this fuel is not used for on-highway purposes, the state provides a refund to carriers for the amount of diesel used in this manner. Unfortunately, we have found that many of our carriers have not filed for this refund. For more information, please contact Minnesota Trucking Association. ▲

NEWS FROM AROUND THE STATES & PROVINCES

NJ TO OFFER TAX AMNESTY

Under legislation (A.3819) signed into law by New Jersey Governor Corzine on March 17, the state will be conducting a general tax amnesty from May 4 through June 15 this year, for all state tax liabilities due from January 2002 through January 2009. Delinquents who file tax returns covering such liabilities and who pay all the tax owed and half the interest before the end of the amnesty will have all penalties, state referral fees, and the other half of the interest waived. Following the amnesty, additional penalties will go into effect on delinquencies not paid during the period. The state hopes to collect \$100 million from the program. The offer may be of special interest to motor carriers, which New Jersey has over the past several years singled out for special attention if they are not registered to pay the state's corporate income tax. It seems probable that state agents will again be out in force following the amnesty looking for unregistered trucking companies. More generally, the press reports that this may be a banner year for state tax amnesties. ▲

NEW YORK PASSES "WORST BUDGET IN HISTORY", RAISES REGISTRATION FEES 25%

On April 3, three days past the state deadline, New York passed what has been called the worst state budget in history. At a time when New Yorkers can least afford it, the budget contains over \$6 billion dollars in new taxes and fees.

Additionally, the budget actually increases spending over last year. Lawmakers relied heavily on federal stimulus funding, which has resulted in unsustainable spending increases. Essentially, the state's budget deficit woes have simply been pushed off until next year.

Specific to our industry, the budget increases license and registration fees by 25%, license plate fees will increase from \$15 to \$25 and Highway Use Tax (HUT) renewals will increase from \$4 to \$15. As you know, the 20th series HUT renewals have been indefinitely delayed. We suspect that as soon as the Governor signs the budget, HUT renewals will begin at the new \$15 rate.

Effective September 1 this year, the change will raise the fee for a tractor at 80,000 pounds gross weight from \$968 to \$1208. At least the proceeds of the increase will go for highways and bridges. ▲

TRUCK SPEED LIMIT TO INCREASE TO 65 MPH ON OHIO HIGHWAYS UNDER TRANSPORT PLAN

The speed limit for trucks on interstate highways in Ohio will increase to 65 mph from 55 mph on July 1 as part of a transportation plan signed by Gov. Ted Strickland (D).

The two-year plan also grants limited authority for the state to impose tolls on new projects, sets the stage for the state to spend billions of dollars in state and federal aid on road and bridge projects and authorizes the state to pursue federal money for expansion of passenger rail service. ▲

WYOMING TO REQUIRE TRUCKERS TO INSTALL TIRE CHAINS

Effective July 1, Wyoming will require truckers to install tire chains on at least two of the drive tires at opposite ends of the same drive axle when the vehicle is required to be supplied with tire chains. Noncompliance could result in a fine of up to \$250; if a violation results in the closure of all lanes in either or both directions, the fine bumps up to as much as \$750. The state already restricts travel on hazardous roads to all-wheel drive vehicles or vehicles with chains.▲

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**STATE AND PROVINCIAL MOTOR FUEL TAX RATES
FOR HEAVY VEHICLES**

January 1, 2009

| <u>State</u> | <u>Tax Rate in ¢/Gallon</u> | | <u>Notes</u> |
|----------------------|-----------------------------|---------------|--|
| | <u>Gasoline</u> | <u>Diesel</u> | |
| Alabama | 16 | 19 | |
| Alaska | 0 | 0 | [fuel taxes suspended through 8/31/2009] |
| Arizona | 21 | 27 | [includes 1¢ clean-up fee, paid at pump only; [1¢ credit on D available by application] |
| Arkansas | 21.8 | 22.8 | [includes 0.3¢ clean-up fee paid at pump only] |
| California | 31.7 | 43.7 | [includes 7.25% sales tax] |
| Colorado | 22 | 20.5 | |
| Connecticut | 52.4 | 43.4 | [incl. 7% wholesale tax, G only, currently 27.4¢] |
| Delaware | 23 | 22 | |
| District of Columbia | 20 | 20 | |
| Florida | 21.17 | 31.87 | [incl. 6% sales tax, unif. local tax, clean-up fees] |
| Georgia | 15.8 | 15.2 | [incl. 4% sales tax; G rate went to 11.4, eff. 2/1/09] |
| Hawaii | 16.12 | 16.12 | [includes 0.12 clean-up fee; D plus 4% sales tax [added at pump] |
| Idaho | 25 | 25 | |
| Illinois | 38.4 | 44.5 | [includes 6.25% sales tax paid on report; 1.1¢ clean- [up fee paid at pump only] |
| Indiana | 29 | 27 | [D includes 11¢ surtax, paid on report only; [G 15¢ at pump but 16¢ on report, plus surtax] |
| Iowa | 22 | 23.5 | [includes 1¢ clean-up fee, paid at pump only] |
| Kansas | 25 | 27 | [includes 1¢ clean-up fee, paid at pump only] |
| Kentucky | 26.1 | 27.9 | [includes 3¢ surcharge on G, 6.9¢ on D, [paid on report only; includes 1.4¢ tank fee, [paid at pump only] |
| Louisiana | 20 | 20 | |
| Maine | 29.38 | 30.12 | [includes 0.98¢ G and 0.52¢ D clean-up fees, paid [at pump only] |
| Maryland | 23.5 | 24.25 | |
| Massachusetts | 21 | 21 | |
| Michigan | 29.765 | 25.8 | [includes 6% sales tax paid on report and 0.875¢ [clean-up fee paid at pump only] |
| Minnesota | 25.5 | 25.5 | |
| Mississippi | 18.4 | 18.4 | [includes 0.4¢ clean-up fee paid at pump only] |
| Missouri | 17 | 17 | |
| Montana | 27.75 | 28.5 | [includes 0.75¢ clean-up fee paid at pump only] |
| Nebraska | 27.3 | 26.4 | [includes clean-up fees, 0.9¢ G, 0.3¢ D, paid at pump only] |
| Nevada | 23.81 | 27.81 | [includes 0.75¢ inspection fee, paid at pump [only, and clean-up fee] |
| New Hampshire | 19.625 | 19.625 | [includes 1.625¢ in clean-up fees paid at pump only] |
| New Jersey | 14.5 | 17.5 | [includes petroleum tax] |
| New Mexico | 18 | 22 | [includes 1¢ load fee paid at pump only] |
| New York | 41.45 | 39.65 | [includes 8¢ sales tax, and petroleum tax, paid on report; [clean-up fees of 0.35¢ G and 0.3¢ D, paid at pump only] |



| <u>State</u> | <u>Gasoline</u> | <u>Tax Rate in ¢/Gallon</u> | | <u>Notes</u> |
|----------------|-----------------|-----------------------------|--|--------------|
| | | <u>Diesel</u> | | |
| North Carolina | 29.9 | 29.9 | | |
| North Dakota | 23 | 23 | | |
| Ohio | 28 | 28 | | |
| Oklahoma | 16 | 13 | | |
| Oregon | 24 | 0 | [D taxed through weight-distance tax | |
| Pennsylvania | 31.2 | 38.1 | [includes petroleum tax | |
| Rhode Island | 30 | 30 | | |
| South Carolina | 16.75 | 16.75 | [includes 0.75¢ clean-up fees paid at pump only | |
| South Dakota | 24 | 24 | [includes 2¢ distributor tax, paid at pump only | |
| Tennessee | 21.4 | 18.4 | [incl. 0.4¢ clean-up fee and G 1¢ inspection fee, [at pump only | |
| Texas | 20 | 20 | | |
| Utah | 24.5 | 24.5 | | |
| Vermont | 20 | 26 | [includes clean-up fee | |
| Virginia | 21.6 | 21.6 | [includes 3.5¢ surtax, paid on report only; [0.6¢ clean-up fee paid at pump only | |
| Washington | 37.5 | 37.5 | | |
| West Virginia | 32.2 | 32.2 | [includes 5% sales tax | |
| Wisconsin | 32.9 | 32.9 | [includes clean-up fee | |
| Wyoming | 14 | 14 | [includes clean-up fee, paid at pump only | |
| U. S. | 18.4 | 24.4 | [includes Underground Storage Tank tax | |

G : gasoline D : diesel, special fuels

CANADA

| <u>Province</u> | <u>Tax Rate in ¢CN/Liter</u> | | |
|-----------------------|------------------------------|---------------|---|
| | <u>Gasoline</u> | <u>Diesel</u> | |
| Alberta | 9 | 9 | |
| British Columbia | 16.84 | 17.69 | [includes a “carbon tax” component |
| Manitoba | 11.5 | 11.5 | |
| New Brunswick | 10.7 | 16.9 | |
| Newfoundland | 16.5 | 16.5 | |
| Nova Scotia | 15.5 | 15.4 | |
| Ontario | 14.7 | 14.3 | |
| Prince Edward Island | 14.1 | 19.3 | [composite qtrly rate; rate at pump can [change monthly |
| Quebec | 15.2 | 16.2 | |
| Saskatchewan | 15 | 15 | |
| Northwest Territories | 10.7 | 9.1 | |
| Yukon Territory | 6.2 | 7.2 | |

This chart was compiled by the American Trucking Associations. It represents the total state or provincial fuel tax paid by motor carriers in each jurisdiction as of January 1, 2009. Local taxes are not included, except where they are uniform statewide. “Paid at pump only” refers to amounts not included in fuel use taxes paid through IFTA. “Paid on report” or “paid on report only” refers to amounts included in IFTA fuel use taxes.

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| FORM # | ITEM DESCRIPTION | PRICE PER EACH | QTY | PRICE |
|----------|--|----------------|-----|-------|
| 106BC | Certificate of Road Test Wallet Card | .30 | | |
| 16F | Request for Check of Driving Record (pad of 50) | 5.00 | | |
| 649MF | Medical Examiners Report Form | .50 | | |
| 650MC | Medical Examiners Certificate (wallet card) | .25 | | |
| 643F | Violation and Annual Review Record (pad of 50) | 5.00 | | |
| 644F | Statement of On Duty Hours – New Hire (pad of 50) | 5.00 | | |
| 645F | Statement of On Duty Hours – Intermittent or Casual (pad of 50) | 5.00 | | |
| 91F | I-9 Employment Eligibility Verification (individual) | .15 | | |
| 93F | Notification of Traffic Violation (pad of 50) | 5.00 | | |
| 90F | Drivers Certificate of Compliance (individual) | .15 | | |
| 116FS-C2 | Fair Credit Reporting Act Disclosure Statement | .35 | | |
| 47F | Driver Qualification File (contents DOT complete) | 3.75 | | |
| 20FP | All in One Confidential File Complete with Forms (Driver Qualification, Drug & Alcohol, & Driver History) | 8.00 | | |
| 19FP | All in One Confidential File Only without Forms (Driver Qualification, Drug and Alcohol, & Driver History) | 1.75 | | |
| 416F | Application for Employment <i>folder</i> | 1.00 | | |
| 420F | Application for Employment <i>paper</i> | .60 | | |
| 418F | Employee Record Card | .25 | | |
| 7ORSA | *Federal Motor Carrier Safety Regulations – pocket size | 3.00 | | |
| 17H | Federal Motor Carrier Safety Regulations – Management Edition | 10.50 | | |
| 17ORS | Truck Driver Handbook | 3.50 | | |
| 30F | Dispatch and Trip Report (pad of 50) | 4.75 | | |
| 1MF | Size & Weight Chart | .60 | | |
| 37B | *Driver's Vehicle Inspection Report – Simplified (pad of 31 in triplicate) | 2.25 | | |
| 36B | *Driver's Vehicle Inspection Report – Detailed (pad of 31 in triplicate) | 2.25 | | |
| C1781 | *Driver's Vehicle Inspection Report – Detailed/Carbonless (pad of 31 in duplicate) | 1.75 | | |
| 628R | Annual Vehicle Inspection Poster (mylar surface) | 14.50 | | |
| DECAL | Annual Vehicle Inspection Decal w/ laminate | .30 | | |
| C1785 | Record of Annual Inspection Form 2-ply | .30 | | |
| 26BC | Brake Inspector's Certification Wallet Card | .35 | | |
| 430F | Vehicle Mileage Report (pad of 50) | 4.25 | | |
| T0609 | Vehicle Maintenance Report - Equipment File with insert | 1.50 | | |
| T0603 | Vehicle Maintenance Insert Only | .50 | | |
| 29F | Trip Cost Report Envelope | 1.00 | | |
| 664RM | 3M Red/White Conspicuity Tape 2" x 18" length (11" red / 7" white) | 2.50 | | |
| 665RM | 3M White Only Conspicuity Tape 2" x 12" length (white only) | 1.75 | | |
| 663RM | 3M Red/White Conspicuity Tape 2" x 150' roll (11" red / 7" white) | 145.00 | | |
| 683RM | 3M White Only Conspicuity Tape 2" x 150' roll (white only) | 145.00 | | |
| 693 RM | 3M Red/White Conspicuity Tape 2" x 150' roll (6" red / 6" white) | 145.00 | | |
| 668KIT | 3M Red/White Conspicuity Tape 53' Trailer Kit | 135.00 | | |
| 20R | Emergency Warning Triangle Kit (set of 3) | 35.00 | | |
| 608F | Monthly Log Summary Sheet (pad of 50) | 4.25 | | |
| 9L | Duplicate Bus Driver Daily Logs w/recap & Detailed DVIR (w/carbon) | 2.25 | | |
| C520 | *Duplicate Driver Daily Logs** w/recap & Detailed DVIR (w/carbon) | 1.25 | | |
| 702L | *Triplicate Driver Daily Logs** w/ recap No DVIR (carbonless) | 3.00 | | |

| FORM # | ITEM DESCRIPTION | PRICE PER EACH | QTY | PRICE |
|--------------|--|-----------------|------------------|-------|
| 701L | *Duplicate Driver Daily Logs** w/ recap No DVIR (carbonless) | 2.50 | | |
| 605L | *2 in 1 Driver Daily Log** - Detailed DVIR (w/carbon) | 3.50 | | |
| 705LD | *2 IN 1 Driver Daily Log** Detailed DVIR (carbonless) | 4.00 | | |
| 615L | *2 in 1 Driver Daily Log** - Simplified DVIR (w/carbon) | 2.25 | | |
| 622LD | Driver Daily Log** - Detailed DVIR simplified Recap 3ply (w/carbon) | 2.00 | | |
| 612MP | *Loose-leaf 5 in 1 Log** Detailed DVIR Recap 2 ply (carbonless) (pkg of 31) (8.5x11) | 4.00 | | |
| 613MP | *Loose-leaf Log** - Detailed DVIR 2 ply (w/carbon) (pkg of 31) (8.5x6) | 2.30 | | |
| 691L | Drivers Exemption Log - 100 Air Mile Radius | 2.00 | | |
| 625F | Monthly Log Summary Envelopes – open side - No flap | 1.00 | | |
| 626F | Monthly Log Summary Envelopes – end flap | 1.00 | | |
| 694F | Monthly Log Summary Envelopes – side flap | 1.00 | | |
| 695F | Monthly Log Summary Envelopes – end flap (white) | 1.00 | | |
| 696F | Monthly Log Summary Envelopes – side flap (white) | 1.00 | | |
| 85H | Hours of Service and Drivers Log – Training Manual | 10.00 | | |
| 57RM | Rand McNally Motor Carrier Atlas | 18.00 | | |
| 10B | Accident Register | 10.00 | | |
| 33F | Accident Reporting Kit | 3.00 | | |
| 689R | Accident Reporting Kit with Camera | 10.50 | | |
| 414F | Memo Accident Report | .50 | | |
| 145H | Commercial Vehicle Preventable Accident Manual | 16.00 | | |
| 415F | Preliminary Report of Accident (pad of 50) | 5.00 | | |
| 26ORS | Title 49 CFR, Parts 100-185 | 33.00 | | |
| 370H | Handling Hazardous Materials | 18.00 | | |
| 121ORS | Hazardous Materials Compliance Pocketbook | 3.25 | | |
| 14ORS | Emergency Response Guide –pocket size 2008 | 3.00 | | |
| 3ORS | Emergency Response Guide –standard size 2008 | 6.50 | | |
| 103ORS | Emergency Response Guide –spiral style 2008 | 6.75 | | |
| 41FBL | Hazardous Materials Loading & Segregation Chart | 1.50 | | |
| 531F | Hazardous Materials Incident Kit | 3.50 | | |
| G1620 | Annual Safe Driving Award Package (specify number of years _____) | 7.00 | | |
| QED | QED Units-Must Be Administered by Certified STT (call for price breaks) | 6.50 | | |
| C12 | Ethanol Control Solution | 30.00 | | |
| 17F | Request for Information from Previous Employer (pad of 50) | 5.00 | | |
| 850F | Safety Performance History Records Request (pad of 50) | 4.00 | | |
| 850FS-C3 | Safety Performance History Records Request – 3 ply | .35 | | |
| 854F | Previous Employee Safety Performance History (pad of 50) | 4.00 | | |
| 859FP | Confidential Safety Performance History Folder – Empty | 1.50 | | |
| 860FP | Confidential Safety Performance History Folder with 850FS-C3 & 854F | 1.75 | | |
| 417F | Driver Confidential Record File Folder | .95 | | |
| 451F | Confidential Alcohol & Drug File (includes necessary forms) | 3.75 | | |
| 532H | Drug & Alcohol Employee Handbook | 2.00 | | |
| SPVR | Online Drug & Alcohol Abuse Supervisor Training | 45.00 | | |
| 470FS-C3 | Breath Alcohol Testing Form DOT | .35 | | |
| 471FS-C3 | Breath Alcohol Testing Form Non-DOT | .50 | | |
| 849FS-C3 | Previous Employer Drug/Alcohol Test Information | .30 | | |
| 886F | Failed/Refused Pre-Employment Test (pad of 50) | 4.00 | | |
| 886FS-C2 | Failed/Refused PreEmployment Test (individual) | .35 | | |
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| | Orders \$100.00 and over | Add \$17.50 and | | |
| | For every additional \$200.00 | Add \$15.00 | TOTAL | |