



New Member

CarrierWeb, Inc.

200 Technology Court, Ste 200K
Smyrna, GA 30082
Mr. Jerry Bell
(817) 337-9587

Dade Farms

27732 E Dodson Road
Schell City, MO 64783
Mr. Roger Dade
(417) 432-3229

Weber Seeds Farms LLC

29761 E Hwy 41
Marshall, MO 65340
Mr. Jeff Tietz
(660) 886-9999

*Welcome
New Members!*



MissouriMemo

August 2014

Sponsored by:



Citizen Driver Award

For details see ad on page 8 . . .

President's Message

In my mid-month message, I highlighted our upcoming 77th Annual Convention being held at Big Cedar Lodge on September 16-18. I do hope you will be able to join us for all or some of the event, as it is shaping up to be a top-notch event at one of the best venues in Missouri!

In our never-ending quest to improve your experience at our events, the Missouri Trucking Association is going green and implementing a mobile app for our future events beginning with this year's convention. The "MoTA Events App" will be available shortly in the Apple and Google Play stores.

The MoTA Events App will include the convention agenda, speakers, sponsors, convention attendees, MoTA partners, Big Cedar maps and free Wi-Fi information. You will have the ability to reach out to other attendees by providing your contact information. You also have the option to complete your company profile and choose whether to make it public to the rest of the attendees. (We strongly encourage you to make your information public to help our sponsors, partners, and other attendees!)

Part of the cost of the MoTA Events App will be covered by the decrease in printing costs for various items that we traditionally have provided prior to Convention, but have come to the end of their useful life. One such example is the "Who's Coming" book that we typically print and mail out prior to convention. Through the use of technology and the MoTA Events App, all of the information included in the traditional "Who's Coming" book, plus a whole host of additional information and capabilities, will be included for conference attendees on their phone and/or tablet!

The MoTA Events App provides the ability for you to provide on-the-spot feedback for each meeting, social event, business session and speaker through the event survey. We ask that you please give us feedback on the event and technology through the use of these surveys.

Only conference attendees will be given individual login information for the MoTA Events App. Please be watching for an email from us providing your individual login information in the near future. In addition, we are also exploring the feasibility and pricing of offering "virtual" conference attendance as well. Stay tuned as we learn this technology together.

In addition to the new shiny technology we will be using at this year's convention, and the incredible first class surroundings of the Big Cedar Lodge, we have content for our convention that is sure to impress. From Mark Mayfield in the morning on Wednesday to Bob Marley in the evening, we have a full day of serious topics surrounded by two funny guys. Given the issues confronting trucking, they have their work cut out for them!

Oh, did I mention Bob Costello, ATA Economist extraordinaire will be giving attendees an update on Thursday morning? It has been a few years since we've had Bob at our Convention. He said he wasn't coming back until he had good news to report. Is this the year?

Finally, I've received some feedback on the golf outing at Top of the Rock. Yes it is different than in the past. We hope that the difference will be enjoyable. Instead of having to play a whole 18 holes and drag around a course for 5-6 hours, we are playing the 9 hole par 3 course at Top of the Rock. (The only 9 hole par 3 course to hold a PGA Tour sanctioned championship event in the country.) Due to the limitations of a 9 hole course, we will have to have 2 tee times, limited to 36 golfers at each time. We hope the lure of a championship course, and a 3 hour or less round is enough to entice you play with us on Thursday! Tee times are available at 10 a.m. and 12:30 p.m. Both tee times include a cave tour before or after your round. The cave tours are approximately 45 minutes long, but are self-guided.

Our hotel room block at Big Cedar Lodge has sold out so we have secured sleeping rooms at the Branson Hilton for \$139. To make a reservation there, call 1-800-445-8667 and ask for the MoTA block. You won't want to miss this year's event!

National Truck Driver Appreciation Week: Sept. 14-20, 2014

Scheduled for Sept. 14 - 20, 2014, National Truck Driver Appreciation Week (NTDAW) is when America takes the time to honor all professional truck drivers for their hard work and commitment in tackling one of our economy's most demanding and important jobs. MoTA encourages members to participate in this annual event and plan something for their drivers! Anyone wishing to use the new logo for their event can request it at NTDAW@trucking.org.

An online store for NTDAW merchandise can be accessed <http://www.shumskyideas.com/ntdaw/>. ▲



National Truck Driving Championships

415+ of the best-of-the-best professional drivers competed at the 2014 National Truck Driving Championships and National Step Van Driving Championships in Pittsburgh on August 12-16. Nine Missouri drivers competed in nine classes of competition that included a written exam, a skill (driving) course and pre-trip inspection test. 2,000 or so spectators were in the bleachers cheering on their co-workers, family and friends.

Even though competition was fierce, our Missouri guys did very well. **Nick Frazier**, a driver for FedEx Ground, placed 3rd in the Step Van Class. **Joseph Hartsell**, UPS Freight, placed 9th in the Five-Axle Class. Both **Paul Tyler**, Con-way Freight (Straight Truck Class) and **Robert Bramwell**, ABF Freight System (Three-Axle Class) placed 10th.

Congratulations to all drivers for a job well done and to their companies who gave them the opportunity to compete! ▲

One Problem Solved, and Possibly Another Created

Earlier this year, the FMCSA made a change to the definition of a commercial motor vehicle (CMV) with the intention of making the definition easier to understand. The change was centered on determining the "gross combination weight rating" (GCWR) of a vehicle if the manufacturer did not assign one.

The reason some manufacturers do not assign a GCWR to certain vehicles is that only vehicles that are built with the intention of being part of a combination, such as tractor/trailer, are assigned a GCWR. Pickup trucks and most straight trucks were not made to be used as a power unit in a truck/trailer combination, even though many are capable of this task and are routinely used in this manner by some fleets.

Therefore, a vehicle not having a GCWR made it difficult for an officer to determine the gross combination weight rating without having access to a scale.

Under the new definition stated in §390.5 and in §383.5, gross combination weight rating (GCWR) means the value specified by the manufacturer as the loaded weight of a combination (articulated) motor vehicle. Absent a GCWR on the manufacturer's rating tag, the GCWR is determined by combining the GVWR of the truck and the GVWR of the trailer, combining the actual weight of the truck and the actual weight of the trailer, or combining the GVWR of one unit with the actual weight of the other unit. The highest possible combination of ratings and actual weights is what is considered the GCWR for the combination.

The exception that was included is the GCWR of a vehicle that is not connected to a trailer is not to be considered when deciding if the vehicle must comply with the safety regulations or the CDL regulations.

Companies that operate vehicles without a declared GCWR should make themselves aware of this change as some of these vehicles may now be considered CMVs or CMVs requiring a CDL to operate. ▲

~ 2014© J.J. Keller & Associates, Inc. ~
All Rights Reserved / Copied with Permission

Member Cancellations August 2014

Name of Company	Class	Dues
Banks Moving & Storage Co.	Household	\$300.00

MISSOURIMemo

The newsletter for the Missouri Trucking Association is published monthly. All rights reserved. Reproduction in any manner, without the Missouri Trucking Association permission, is prohibited.

Tom Crawford, President and CEO
PO Box 1247
102 E High Street
Jefferson City, MO 65102
573-634-3388
mota@motrucking.org





IRS to Allow TTINs

The federal Internal Revenue Service has issued final regulations to the effect that those issuing information returns to taxpayers may use on those returns what IRS calls “truncated taxpayer identification numbers,” or TTINs, in place of the taxpayers’ full tax ID numbers. Those full numbers are, for individuals, their Social Security numbers, and IRS has feared it might be abetting identity theft by requiring their appearance on so many documents. Interim regulations issued some time ago had allowed the use of TTINs on certain forms, such as the Forms 1099 that motor carriers issue to independent contractors. These new regulations, however, go farther, and allow their use on most payee forms, with a few exceptions. It should be noted, however, that on forms payors submit to the IRS itself, the full ID number of a payee must appear. The new regs – which include a lot of detail – are here: <https://s3.amazonaws.com/public-inspection.federalregister.gov/2014-16464.pdf>. ▲

~ State Laws Newsletter ~

PHMSA Publishes Proposed Reverse Logistics Rule

On August 11, 2014, the Pipeline & Hazardous Materials Safety Administration published a proposed rule governing the transportation of hazardous materials from retailers and other commercial end users back up the supply chain to manufacturers, distribution centers, warehouses, and the like. PHMSA has proposed a number of exceptions to the hazardous materials regulations when transporting these shipments. These exceptions would apply only to transportation by motor vehicle. The most major of these exceptions are the elimination of shipping papers, eliminating the requirement to use a pictogram to label the shipment’s hazard class, eliminating placarding requirements, and requiring only the common or proper shipping name on the package rather than requiring its UN Number, proper shipping name, hazard class, and packing group. PHMSA will be accepting comments on the rule through October 10, 2014, but ATA has already filed a request to extend the deadline so that the ATA Hazardous Materials Policy Committee can discuss the proposal at its next meeting in October. ▲

FMCSA to Consider Entry-Level Driver Training Negotiated Rulemaking

In an August 19 Federal Register notice, the Federal Motor Carrier Safety Administration announced it has retained Richard Parker as a convener to consider whether the agency can issue an entry-level driver training rule through negotiated rulemaking. In a negotiated rulemaking, an agency brings together interested parties from outside government to draft a rule. If the group reaches consensus, the agency publishes their work in the Federal Register as a proposed rule and takes comments on it. An ELDT rule would set training requirements a driver must meet before a state will issue him a commercial driver’s license. FMCSA previously tried to issue an ELDT rule via the traditional process, but could not develop a rule with benefits that exceeded its costs. Mr. Parker’s job will be to meet with interested parties and to report to FMCSA about whether or not a negotiated rulemaking is feasible. FMCSA has posted his credentials online. ATA will meet with Mr. Parker and seek to be placed on any negotiated rulemaking committee. ▲

Federal Court Dismisses Lawsuit Involving “Disposal” of Airborne Diesel Particulates

In a decision handed down Aug. 20, the 9th Circuit Court of Appeals affirmed the district court’s dismissal of a lawsuit seeking to enjoin the “disposal” of diesel particulate emissions from activities conducted at rail yards. In the case *Center for Community Action v. BNSF*, environmental organizations filed a creative action under the provisions of the Resource Conservation and Recovery Act against Union Pacific Railroad and Burlington Northern Santa Fe Railway Companies who own and operate 16 rail yards in the State of California. The plaintiffs alleged that the diesel emissions emitted at the rail yards from locomotives, trucks, and other heavy-duty vehicle engines should be regulated and enforced under the provisions of RCRA as they were “disposed” on land and waterways. The 9th Circuit disagreed holding that defendants’ emission of diesel particulate matter did not constitute “disposal” of solid waste within the meaning of RCRA and accordingly, the plaintiffs could not state a plausible claim for relief. ▲

IRS to Allow HVUT Credits & Refunds

The federal Internal Revenue Service has released a memorandum from the its Office of Chief Counsel to the effect that the owner of a vehicle that is turned in to be scrapped under a state vehicle replacement incentive program will be deemed to have sold the vehicle, and will therefore be eligible for a credit or refund of the federal heavy vehicle use tax paid on the vehicle for the remainder of the tax year. The memo appears to be directed primarily at California’s vehicle replacement program, but other states may have similar programs under which vehicles may qualify for this tax treatment. IRS made the ruling to eliminate perplexity over the statutory requirement that in order to receive a credit or refund, either the operator of a vehicle that has paid the HVUT in a given year must sell the vehicle or it must be destroyed. In a replacement program, however, the vehicle is not sold, per se, nor is it scrapped until well after it has left the taxpayer’s ownership.

HVUT Filing Deadline Approaching

And speaking of the heavy vehicle use tax, as a reminder, the filing deadline for this year’s tax report (Form 2290) is September 2. (The regular deadline is August 31, but that falls on the holiday weekend this year.)

Carriers should note too that for several years now those reporting HVUT for more than 24 vehicles must file electronically, using a third-party agent with software approved by the Internal Revenue Service. Those with smaller fleets may also file electronically. For more on that, see the IRS site here. This site has other items that may be of interest to motor carriers. ▲





Industry Asked to Rank Top Concerns

The American Transportation Research Institute has launched the 2014 Top Industry Issues Survey. The annual survey, now in its 10th year, asks trucking industry stakeholders to rank the top issues of concern for the industry along with appropriate strategies for addressing each issue. "In complex times like this it is critical that we do our part to help ensure a thriving future for the trucking industry," said ATA Chairman Phil Byrd, Sr., President & CEO of Bulldog Hiway Express. "With your participation, we can speak with a collective industry voice on what's most important to us." The results of the 2014 survey will be released at the ATA Annual Management Conference and Exhibition, to be held October 4-8, 2014 in San Diego. Industry stakeholders are encouraged to complete the survey <http://atri-online.org/2014/08/11/critical-issues-in-the-trucking-industry-2014/>. ▲

Enhanced CSA Website Now Live

Enhancements to the Federal Motor Carrier Safety Administration's Compliance, Safety, Accountability public Safety Measurement System website have gone live.

The agency said the design changes are intended to provide more intuitive navigation, and user-friendly features and descriptions to clarify SMS's role as FMCSA's prioritization tool for interventions. They also will consolidate agency safety information so users do not have to go to multiple sites, and provide improved access to detailed information and new performance-monitoring tools.

SMS uses data collected from roadside inspections, state-reported crashes and investigations to quantify the relative safety performance of motor carriers. The agency uses the data to prioritize high-risk motor carriers, allocate its investigative resources and identify motor carriers for other actions such as a warning letter.

The enhancements do not alter the SMS methodology or affect a carrier's safety rating, FMCSA said. The agency plans to conduct webinars on the enhancements Aug. 20-21. ▲

ATA Cautions NHTSA and EPA in Setting Second Round of Truck Fuel Economy Standards

In comments submitted to NHTSA on August 8, ATA put the agency on notice that environmental objectives under the second round of truck greenhouse gas and fuel consumption standards may be significantly delayed unless both NHTSA and EPA take into account concerns raised by the trucking industry. ATA's comments, submitted in response to NHTSA's Notice of Intent to Prepare an Environmental Impact Statement for New Medium- and Heavy-Duty Vehicle Fuel Efficiency Improvement Program Standards, raised five specific issues including: (1) allowing the California Air Resources Board (CARB) to further reduce nitrogen oxide emissions up to 90 percent below 2010 standards will have an adverse effect on both fuel consumption and carbon emission reductions; (2) excessive equipment cost increases will result in pre-buys, post low-buys, and impact equipment turnover cycles; (3) fleets will not purchase technologies that have not been thoroughly tested and verified; (4) likely new side and front override guard requirements for trucks and trailers will add significant weight to vehicles offsetting any "light-weighting" gains being promoted by the agencies; and (5) national harmonization between CARB and the federal government is critical in optimizing the environmental goals under the rule. ▲

ATA Submits Comments on FDA's Sanitary Transportation of Food Proposed Rule

On July 30, ATA submitted comments on an FDA proposed rule focused on the sanitary transportation of human and animal food. The rule, initially proposed on January 31, was part of the Food Safety Modernization Act passed in 2011. FSMA was signed into law in response to recent food borne related illnesses such as salmonella and e. coli, and focuses on the processing and handling of the food throughout the supply chain.

FDA's primary focus was on the processing and manufacturing of the products but a section on transportation was also included. ATA worked with its members, FDA and other trade associations to provide feedback to FDA on how the proposed rule might impact the industry. FDA has said the transportation portion of the supply chain is already working well and has a great safety record. It was their intention to bring the best practices within the industry and base this rule on those.

Throughout many discussions with FDA and other industries, ATA pinpointed portions of the rule that would be unnecessarily burdensome to the industry and submitted comments to FDA on how best to modify their rule to minimize those affects. ATA also requested that all or part of the rule be reopened after the comments are incorporated to give the industry another chance to review and comment on the rule.

To access ATA's comments and supporting survey click here: http://www.trucking.org/A_and_F_Transporters_Conferences.aspx. ▲

Uneven Law Enforcement Hurts CSA Reliability

CSA claims to be a nationwide, uniform comparison of carriers safety, but the lack of uniformity at the state and local law enforcement level cast serious doubts on the reliability of some CSA scores.

The American Transportation Research Institute (ATRI), released its study Evaluating the Impact of Commercial Motor Vehicle Enforcement Disparities on Carrier Safety Performance (Enforcement Disparities). This study quantifies the impact of state enforcement disparities on carrier safety performance under the Federal Motor Carrier Safety Administration's (FMCSA) Compliance, Safety, Accountability (CSA) program.

ATRI's Enforcement Disparities study examined differing enforcement objectives through four tasks, one focused on the evaluation of various state data metrics (e.g., traffic enforcements, safety grants) utilizing 2011 and 2012 data. It found that depending on where carriers run, certain CSA scores were skewed compared to other carriers with the same experience running in different states. Additionally ATRI found various state enforcement plans had a direct relationship to the types of violations found inside those state borders (a carrier, for instance may have drivers frequently cited for speeding in one state, without ever being cited in any other states in which those same drivers operate).

A copy of the summary and full study can be obtained at www.atri-online.org. ▲

ATF Proposes Theft of Firearms in Transit Rule

On August 12, 2014, the Bureau of Alcohol, Tobacco, Firearms and Explosives issued a proposed rule considering adding reporting requirements for shipments of firearms that are lost or stolen in



transit. Current regulations require reports for guns that are lost or stolen from stores and warehouses, but do not cover transportation. ATF proposes to require the shipper to report the loss or theft in transit. It is also considering requiring shippers to mandate certain reporting metrics from their carriers, such as electronic or written receipts of delivery that include the time, date, and location of the delivery, along with the name of the person accepting receipt. ATF is also considering requiring shippers and carriers to maintain these records for an as yet undetermined length of time. ATA will be commenting on the proposal. To do so, we will seek information about transfers of firearms, including how many firearms shipments occur annually and to what extent are delivery receipt requirements already part of the established business model. ▲

Senate Confirms Top DOT Nominees

The Senate has confirmed the nominations of two U.S. Department of Transportation officials for senior positions, the final step for them to assume the positions.

The voice votes approved the nominations of Victor Mendez to become the deputy secretary and of Peter Rogoff to be DOT's under-secretary for policy. Mendez had been acting in the No. 2 DOT role since December, and Rogoff had been in his role since January.

President Obama tapped them to fill the positions permanently in May. ▲

~ Transport Topics ~

NHTSA Proposes Bus-Rollover Safety Standards

The National Highway Traffic Safety Administration proposed new standards to protect bus passengers in rollover crashes.

The proposed rule, released July 30, would improve the structural design of large buses by requiring such things as space around seating areas to give passengers "survivable space" in a crash.

It calls for stronger mounting hardware to keep seats and luggage racks attached, and it would require emergency exits to remain closed during a rollover but be operable afterward. ▲

~ Transport Topics ~

DHS Seeks Comments on Chemical Facilities Anti-Terrorism Standards Program

On August 19, the Department of Homeland Security issued an advance notice of proposed rulemaking seeking comments about how DHS can improve its Chemical Facilities Anti-Terrorism Standards program. An ANPRM indicates that a federal agency intends to make changes to a regulation. But instead of proposing specific changes, the ANPRM asks questions about what specific changes the agency should consider. DHS is asking about coordination with other government programs and about regulatory overlap, among other things. ATA will file comments demonstrating that truck and truck terminal security is already regulated by the Federal Motor Carrier Safety Administration, the Pipeline and Hazardous Materials Safety Administration, and the Transportation Security Administration. Because trucking industry security is already regulated by three other agencies, ATA will suggest that DHS can best leverage its resources and improve security by exempting trucks and truck terminals from the CFATS program. ▲

ATA Meets with NHTSA on Connected Vehicle Program

On Aug. 15, ATA hosted a meeting with key National Highway Traffic Safety Administration staff to discuss the large truck portion of the US DOT Connected Vehicle Program. The Connected Vehicle Program, also called Vehicle to Vehicle technology, is focused on the wireless exchange of data among vehicles traveling in the same vicinity. The exchange of data using Direct Short Range Communications bandwidth offers opportunities to address and possibly positively influence up to 2.5 million light and heavy vehicle crashes per year. On Monday, Aug. 18, NHTSA published an Advance Notice of Proposed Rulemaking to begin the process of establishing a new Federal Motor Vehicle Safety Standard for V2V communication capability for passenger cars and light trucks. This rulemaking process could result in a minimum performance requirement for the V2V technology and messages between vehicles. ATA also expects NHTSA to consider a rulemaking for V2V technology for large trucks within a year. As such, ATA staff will be working to educate ATA's membership on the program, and begin both technical and policy-related discussions within ATA's committee and council processes. ▲

Researcher Debunks Truck-Safety Report

American Trucking Associations said a transportation researcher has debunked a recent report claiming trucks carrying heavier loads cause more accidents and fatalities.

The report, by the Multimodal Transportation & Infrastructure Consortium for the Railway Supply Institute, said crash-rate data show "disturbingly higher crash rates for trucks that are longer or heavier than the current standard 80,000-pound, five-axle truck."

Daniel Blower, an associate research scientist at the University of Michigan Transportation Research Institute, performed an independent examination and found several flaws in the study.

"In the process of trying to understand how the authors could have gotten the numbers so wrong, I found fundamental errors of analysis and evaluation," he said.

Errors included double counting of fatal injuries, incorrect use of crash statistics, misleading labeling of tables and data, and misclassification of trucks, he said.

"Trucking's critics have no qualms about stretching, sometimes well past the breaking point, data and arguments to smear our industry," ATA President Bill Graves said. ▲

~ Transport Topics ~

ATA Issues Guidance to Motor Carriers Regarding Sleep Apnea Screening

Today, American Trucking Associations (ATA) issued guidance designed to assist motor carriers and drivers when discussing obstructive sleep apnea with medical examiners. The guidance informs motor carriers about recent changes to the medical examiner certification process and provides suggested questions trucking companies and drivers can use to frame a discussion with doctors about reasonable expectations for the OSA screening and treatment. Also included in the guidance is an explanation of what is required of the medical examiner under current regulations and clarification of many common misconceptions on the issue. ▲



California Fuel Prices to Increase

Last week, the nonpartisan California Legislative Analyst's Office confirmed what several other studies had previously concluded; the inclusion of transportation fuels under the state's cap-and-trade program will increase the price of fuel. In response to a request from state Assembly Member Henry Perea (D - Fresno), the LAO analysis concludes that gasoline prices will likely increase by 13 to 20 cents per gallon by 2020 but could exceed 50 cents per gallon. With diesel fuel also affected, price impacts are expected to be felt as early as January when fuels sold in California become subject to the program. ATA joined a number of organizations, including the California Trucking Association, in signing a letter supporting legislation (AB 69 – Perea) which would delay the inclusion of transportation fuels for three years to allow for further analysis of impacts and potential alternatives. ▲

IL Court Rules County Tax Invalid

The Illinois Appellate Court has held that a use tax levied on non-titled property by Cook County, Illinois, the location of Chicago, exceeded the county's authority to impose. This followed a lower court decision last fall that ruled the same way. The plaintiffs here, a law firm and an accounting firm, argued that the tax ordinance was in violation of the state home-rule statute that gave the county enhanced authority to tax. The statute prohibited home-rule counties from imposing a use tax based on the purchase price of non-titled tangible personal property. The court agreed, finding that the use tax had been enacted by the county to prevent avoidance

of the county's (lawful) sales tax. Although by its terms the use tax was based on the "value" of property rather than on its price, the court ruled that in the ordinary instance, the two would be the same. *Reed Smith LLP v. Ali, et al.*, docket no. 1-13-2646, decided August 4, 2014. Readers should note that the county also levies a use tax on titled property, such as motor vehicles, which has been in effect for years, and was not challenged here. That tax, however, follows the state's sales tax rules with respect to exempting rolling stock. ▲

~ State Laws Newsletter ~

Ontario Defers Enforcement of Rear Aerodynamic Devices to Advance Truck Fuel Efficiency

The Ministry of Transportation Ontario issued a deferral of enforcement for the use of rear aerodynamic devices up to five feet on commercial motor vehicles, trailers, and semi-trailers to improve trailer fuel efficiency until a formal regulation is adopted. The enforcement deferral, which became effective August 11, 2014, only applies to such devices being used in the Ontario Province. In December 2010, Ontario exempted two-foot long rear-mounted aerodynamic devices, known as "boat tails", from the measurements of vehicle length in recognition of their significant fuel savings and reductions in greenhouse gas emissions. In December 2013, Transport Canada approved the use of non-structural, five-foot long boat tails harmonizing the added length of using such devices with those of the U.S. Tests have shown that boat tail use can potentially reduce fuel use by up to 5%. MTO is expected to issue a regulation implementing the changes in early to mid-2015. ▲

77th Missouri Trucking Association Annual Convention September 16-18, 2014

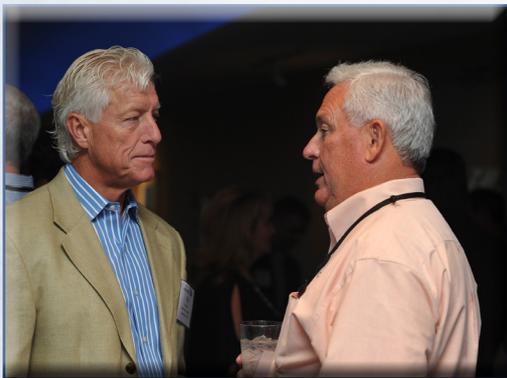
See you in
Ridgedale, MO!



MoTA Photo Album



*Check back . . .
you could be in
our next album!*



2014 HONOREES
BOB AND LINDA CAFFEE
SILEX, MISSOURI

Once Again,

LET'S HEAR IT FOR TRUCKERS.

WE NEED YOU TO HELP US RECOGNIZE THE BEST DRIVERS ON THE ROAD.

★ CITIZEN ★ DRIVER AWARD

We at TA and Petro believe drivers deserve nothing but the utmost respect, care and comfort and a good pat on the back. That's why we're proud to announce the Citizen Driver Award program. This award recognizes professional drivers who earn public respect for our industry through good citizenship, safety, community involvement, health and wellness, and leadership. We're asking you to help

us find our best Citizen Drivers. Anyone can nominate a driver—fleet owners, employees, husbands, wives, sons, daughters, trucking organization members, trucking industry suppliers. Nominations are being accepted until September 30, 2014. A panel of distinguished trucking professionals will review the nominees and serve as judges. In 2015, at the Mid-America Truck Show, we will announce our Citizen Driver winners. Among other honors, winners will have a TA or Petro location named for them. We look forward to meeting your nominees, and honoring the professionals who drive our livelihoods. And our country.

Nominate a driver at

TA-PETRO.COM/CITIZENDRIVERAWARD



TA
LISTED
NYSE

See ta-petro.com for official program rules and regulations.

Visit tatravelcenters.com and petrotruckstops.com or find us on

