



## President's Report – Mo Memo January 2018

It is difficult to describe the start of a legislative session to folks that don't walk the halls on a daily basis. Perhaps a few quotes from Yogi Berra can best describe it – "It's like déjà vu all over again" and "it was impossible to get a conversation going, everybody was talking too much."

**Déjà vu** – Again the 2018 session begins with highway funding discussions much like they have with nearly every session for the past decade. The discussion this year is focused on a couple of tracks relating to both the fuel tax and the sales tax.

From the fuel tax side, the items for debate are an increase in gas and diesel taxes. The basic options are an increase in both of 10 cents, or an increase in gas of 10 cents and an increase in diesel of 12 cents. MoTA is supportive of the fuel tax increase but opposes a differential between gas and diesel.

On the sales tax side, the discussion this session is on replacing the funding for the Missouri State Highway Patrol with a general sales tax. Submitted petitions range from 3/8ths to 4/10ths of a cent increase, equaling \$268 to 286 million, thereby freeing up those amounts of funding for state transportation infrastructure.

As of this writing, the strategy for both of these is still to be decided. Stay tuned this session as these issues develop and we reach out to you for your support and help in getting these issues advanced.

Also under the déjà vu umbrella, the platooning legislation is back again to try and remove legal barriers for carriers using this safety technology to increase safety and efficiency in their operations. Currently, trucks are prohibited in Missouri from following within 300 feet of another vehicle. For platooning to work, we must remove that restriction to allow platooning vehicles to operate at maximum efficient distances, usually in the 50-75 foot range. This is the third year for this legislation, and bills in both the House and Senate have received approval in their respective committees as of this writing.

**Everybody was talking too much** – In the early stages of a legislative session, with over 1,500 bills in the legislative hopper this year alone, it is easy to get lost in the "noise." Much of the daily job at this stage is on educating legislators about the issues that will be coming before them throughout the legislative session. Hopefully one has correctly identified the issues in the preceding interim and has already been working with the correct legislators on the issues and it will be a simple continuation of an existing process. With term limits, those processes and players in the process are ever changing.

For those who have participated in past efforts at the Capitol, Yogi's quote is very true – it IS difficult to get a conversation going, particularly with "everybody talking too much" and the limited amount of time that legislators have to devote to a particular issue. But despite the difficulty, it is an effort that we as an industry need to continue making, in an effort to improve not only the environment for our own businesses and industry, but to also improve the lives of 1 out of every 17 jobs that we as the trucking industry employ in the state.

For those interested, the Next Generation Group will be having its annual meeting in Jefferson City on March 7-8. Check your email for information on the meeting, and make your plans early to attend! Help us cut through the noise!

### 2018 MoTA Events

**Safety Conference & Awards Banquet**

February 15-16, 2018  
Lake of the Ozarks, MO

**SuperTech Competition**

April 4, 2018  
Springfield, MO

**Truck Driving Championships**

June 1-2, 2018  
Branson, MO

**MoTruck PAC Golf Tournament**

June 26, 2018  
Sunrise Beach, MO

**Annual Convention**

October 10-12, 2018  
Branson, MO

### Welcome to Our Newest Member

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(573) 270-1577

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## 2018 Unified Carrier Registration Program Opens January 5 Published Fees 9 Percent Lower Than 2017

The 2018 Unified Carrier Registration year opened January 5, 2018, as a new fee schedule and other details were published in the *Federal Register* (Docket No. FMCSA-2017-0119). Fees reflect a reduction of approximately 9 percent compared to those charged for the 2017 program.

The Missouri Department of Transportation is now able to process applications for the annual program through its online system, MoDOT Carrier Express – [www.modot.org/mce](http://www.modot.org/mce).

Previously the UCR Board recommended a registration period of 90 days with a concurrent period of delayed enforcement. That means that agencies in most jurisdictions will begin enforcement April 5, 2018.

As in the past, please keep in mind that in many locations, carrier fines for lack of UCR compliance exceed the cost of the program itself.

Thank you for your patience as we waited the start of 2018 UCR.

## SiriusXM to Launch "Women In Trucking" Show

SiriusXM announced the launch of Women In Trucking, a live, call-in show airing exclusively on SiriusXM Road Dog channel 146. The weekly, two-hour show will premiere on Saturday, January 20 at 11:00 am ET.

Hosted by Ellen Voie, SiriusXM's Women In Trucking will feature listener call-ins and interviews with professionals from the trucking industry - from drivers, technicians, and engineers to transportation CEOs and dispatchers - sharing their stories of the challenges and opportunities of the open road.

Women In Trucking, a show geared towards men and women listeners, will also address gender diversity issues pushing for more women to join its ranks. With women making up 7% of the trucking industry workforce, SiriusXM's Women In Trucking will help promote the employment of more women by identifying and removing the obstacles that keep them from entering the field.

"I am excited to host Women In Trucking and to hear from SiriusXM listeners across the country," said Ellen Voie. "I look forward to hearing from both male and female drivers to open up a bold new dialogue about our industry and how we can move forward together."

"We welcome Ellen Voie and our first, exclusive program dedicated to women in trucking," said Dave Gorab, Vice President and General Manager of Talk Programming, SiriusXM. "At a time when women are increasingly joining the trucking industry, we are pleased to bring Ellen's expertise and authoritative voice to our fulltime channel dedicated to professional drivers."

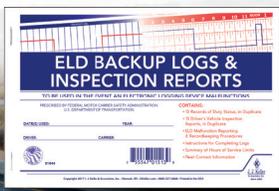
Ellen Voie is President and CEO of The Women In Trucking Association. She was at Schneider, Inc., and served as the Executive Director of Trucker Buddy International, Inc. She has been honored by the White House as a "Transportation Innovators Champion of Change" and in 2016, she was chosen as one of Fleet Owner's Dozen Outstanding Women In Trucking. In 2017, Voie was named to Insight Success Magazine's "The 30 Most Inspirational Leaders in Business." She serves on the Board of Directors of the Wisconsin Motor Carrier Association and is a member of the Wisconsin DOT's Motor Carrier Advisory Committee. Voie is the recipient of the Skinner Humanitarian Award and the Frank W. Babbitt Award from the Wisconsin Motor Carriers Association, an annual recognition given for outstanding service to the trucking industry and association as a whole. Voie has worked as a dispatcher, a transportation consultant and has written extensively about trucking and family issues publishing Marriage in the Long Run, a collection of some of her most popular columns and Crushing Cones. She also created a workbook for professional drivers and their families which assists the driver's family in coping with the time and distance apart. She holds a B.A. and a Master's Degree in Communications. She lives in Wisconsin.

~Sirium XM Newswire~

## ELD Users are Required to Carry Backup Logs COMPLY NOW!

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### California Moves to Adopt EPA Phase 2 Standards, Trailer and Glider Kit Provisions

California, the sole state with Congressional authority to establish engine and vehicle emission standards, is posed to adopt state regulations that largely harmonize with the federal Phase 2 greenhouse gas standards. Some differences are being proposed with respect to enforcement, certification, warranties and advanced technology credits.

Most significantly, the California regulations would retain standards for trailers and glider kits, provisions which are being re-evaluated by EPA. The state requirements will be directed at tractors and trailers manufactured for sale in California. Amendments to the state's in-use Tractor-Trailer GHG regulation are also being proposed. These amendments will add Phase 2 trailer aerodynamic and tire technologies as compliance options for 53-foot or longer trailers operating in the state.

An adoption hearing is scheduled for February 8, 2018 in Sacramento. More information can be found in the [Notice of Public Hearing](#).

ATA has advocated for uniform emission standards throughout the nation through the adopted federal Phase 2 standards.

~ATA~

### Comment Periods Extended for Proposed Guidance on Personal Conveyance and Transport of Agricultural Commodities

In response to requests from ATA, FMCSA has extended the public comment period for the Agency's notices proposing regulatory guidance concerning the use of a commercial motor vehicle for personal conveyance and regulatory guidance concerning the transportation of agricultural commodities. The comment periods for both notices will now close on February 20.

### FMCSA Grants Waiver for Carriers Using PeopleNet ELD Software

FMCSA has announced the granting of a limited 90-day waiver from the Federal hours-of-service regulations pertaining to electronic logging devices for Old Dominion Freight Lines, Inc. and other motor carriers in similar situations due to issues concerning the integration of PeopleNet's ELD software into fleet management systems.

Specifically, this waiver permits eligible companies to install and use ELD hours-of-service recording devices (i.e., hardware) running PeopleNet's automatic onboard recording device software that meets the requirements of 49 CFR 395.15, rather than ELD software that meets the requirements of subpart B to part 395, for any truck added to its fleet on or after December 18, 2017, until the company's fleet management software can be fully integrated with PeopleNet's ELD software.

This waiver is effective December 18, 2017, and expires on March 18, 2018. An official notice will be published in the Federal on January 19 containing details and terms and conditions of the waiver.



### New Commercial Motor Vehicle Anti-Human Trafficking Laws Includes CDL Provision

In conjunction with [National Slavery and Human Trafficking Prevention Month](#), there are two new Federal laws addressing United States Department of Transportation (DOT) efforts to curb human trafficking.

The "No Human Trafficking on Our Roads Act" ([S. 1532](#)) was signed by the President on January 8th. This legislation directs U.S. DOT to disqualify for life, any individual who uses a commercial motor vehicle in committing a felony involving an act or practice described as "severe forms of trafficking in persons." The specific meaning of that term is described in [22 United States Code 7102\(9\)](#). AAMVA has begun discussions with FMCSA as it relates to operational guidance for State agencies and related rulemaking(s) that may be required to implement the law.

The "Combating Human Trafficking Commercial Vehicles Act" ([S. 1536](#)) became Public Law 115-99 on January 3rd. This legislation directs DOT to designate an official to coordinate human trafficking prevention efforts across all modes and take into account the unique challenges of combatting human trafficking within each different transportation mode. The legislation would also expand FMCSA's outreach and education program (49 USC 3110) and DOT's Commercial Driver's License Program Implementation Financial Assistance Program (CDLPI – 49 USC 31313) to authorize activities for funding the recognition, prevention, and reporting of human trafficking. The legislation also establishes an advisory committee on human trafficking. The advisory committee is tasked with making recommendations on actions DOT can take to help combat human trafficking and develop best practices for states and state and local transportation stakeholders in combatting human trafficking.

AAMVA has been tracking this legislation and has provided full legislative analyses available to members on the [Government Affairs](#) section of the AAMVA Web site.

~AAMVA~

### *Congratulations to our 2017 Drivers of the Month*

|                 |                                       |
|-----------------|---------------------------------------|
| January .....   | Kevin Flick - Buchheit Logistics      |
| February .....  | Mike Dunbar - Orscheln Farm & Home    |
| March .....     | Phillip Ritchie - Will-Trans          |
| April .....     | Larry Massey - Fronteir Leasing       |
| May .....       | Darrell Schmit - Orscheln Farm & Home |
| June .....      | Nora Black - Orscheln Farm & Home     |
| July .....      | Donald Lewis - Wilson Logistics       |
| August .....    | Neal Bethards - Orscheln Farm & Home  |
| September ..... | Mark Nilges - Warrenton Oil Company   |
| October .....   | Sid Naramore - Buchheit Logistics     |
| November .....  | Howard Hall - Buchheit Logistics      |
| December .....  | Darrin Davis - Buchheit Logistics     |

~ATA~



## ATRI Releases List of Top 100 Bottlenecks

The American Transportation Research Institute released its annual list highlighting the most congested bottlenecks for trucks in America.

The *2018 Top Truck Bottleneck List* assesses the level of truck-oriented congestion at 300 locations on the national highway system. The analysis, based on truck GPS data from more than 800,000 heavy duty trucks uses several customized software applications and analysis methods, along with terabytes of data from trucking operations to produce a congestion impact ranking for each location. ATRI's truck GPS data is used to support the FHWA-sponsored Freight Performance Measures initiative. The locations detailed in this latest ATRI list represent the top 100 congested locations.

"When your trucks are moving, America is growing," is what President Trump told the trucking industry last October," said **Dennis Nash, Kenan Advantage Group CEO**. "Unfortunately, as ATRI's report shows, increasingly our trucks are not moving because of congestion, choke points and bottlenecks on an aging highway system. Addressing congestion and delays at these key interchanges and highways can make our supply chain more efficient, improve the environment by reducing fuel burn and save Americans countless hours of delay and added costs."

For the third straight year, Atlanta's "Spaghetti Junction," the intersection of Interstates 285 and 85 North is the most congested freight bottleneck in the country. The rest of the Top 10 includes:

2. Fort Lee, New Jersey: I-95 at SR 4;
3. Chicago: I-290 at I-90/I-94;
4. Atlanta: I-75 at I-285 (North);
5. Los Angeles: SR 60 at SR 57;
6. Boston: I-95 at I-90;
7. Baltimore: I-695 at I-70;
8. Queens, New York: I-495;
9. Cincinnati: I-71 at I-75 and
10. Louisville, Kentucky: I-65 at I-64/I-71

"As the issue of infrastructure investment comes to the forefront on the national stage, ATRI's report on truck bottlenecks could not come at a better time," said **American Trucking Associations President and CEO Chris Spear**. "The safe and efficient movement of freight should be a top priority in any infrastructure package, and this report identifies the areas where investment is most needed. Finding long-term, sustainable funding - like our proposed Build America Fund - to address these needs is critical and we urge Congress and the Administration to quickly move forward on a plan to tackle this growing crisis."

~ATRI~

## America's Truckers Challenge Policymakers to Support Bold Infrastructure Plan

This week, the American Trucking Associations called on policymakers to endorse its Build America Fund plan - a bold solution to fund the modernization of our deteriorating network of roads and bridges.

The Build America Fund would be supported with a federal fuel user fee built into the wholesale price of transportation fuels collected at the terminal rack, phased in at a nickel per year over four years. The fee would be indexed to both inflation and improvements in fuel efficiency, with a five percent annual cap.

"Tax reform has reignited the American economy, and it is paramount that this new economic growth is supported by a strong national infrastructure. A 21st century transportation network cannot be sustained with financial tricks and finance schemes - it requires real and substantial investment," said ATA President and CEO Chris Spear. "The Build America Fund is the most efficient - and conservative - way to generate infrastructure investment and adheres to the bedrock principal that users only pay for what they use."

ATA estimates the Build America Fund would generate \$340 billion in new revenue over the first ten years. Although trucks account for 14% of vehicle miles traveled on our roads, the trucking industry currently covers approximately 45% of the Highway Trust Fund through the commercial truck diesel and gas tax and other trucking-specific excise taxes.

"The trucking industry is putting our money where our foot is. Trucking already pays half the nation's highway funding tab, and we are ready to pay more," said Spear. "Through the Build America Fund, the trucking industry would invest upwards of an additional \$112 billion into our nation's roads and bridges over the next decade. Solving a challenge of this size requires big and bold solutions, and we call on Washington to step up with us."

The average passenger vehicle would pay approximately \$100 over the course of a year into the Build America Fund - an investment for which motorists will see a substantially larger return in saved time, fuel and repair expenses.

"The cost of doing nothing is far greater," said Spear. "The typical motorist is losing \$1,500 each year in wasted gas and vehicle repairs because of our crumbling infrastructure, which is far greater than what they would pay into the Build America Fund.

"So-called 'creative financing' tools are a road to nowhere, as study after study shows the shortfalls of tolling and the unintended consequences that tolls impose on motorists and surrounding communities," he said. "There is nothing 'conservative' about tolling."

Studies by the Transportation Research Board of the National Academy of Sciences reveal that, even when using modern technology, 12% of tolling revenue is wasted to administrative, collection and enforcement costs. By way of comparison, 99% of revenue collected through a fuel user fee is allocated to its intended purpose of maintaining infrastructure.

A June 2017 national survey found that 57% of Americans agreed that a 20-cent per-gallon federal fuel user fee is the preferable way to fund the nation's needed four trillion dollars of road, bridge and highway improvements. Comparatively, only 23% prefer placing new tolls on interstate highways, and eight percent favor a per mile fee charged to motorists. Furthermore, 67% of Americans support the Build America Fund when they learn that it would result in the government borrowing less money and reducing the debt burden on future generations.

"We support President Trump's vision to 'go big or go home' on infrastructure. To build America, we must invest in America," said Spear. "It is why President Trump has repeatedly said he wants to launch a serious infrastructure investment plan, and we call on Washington to join us in doing just that."

~ATA~





## Regulators to Seek More Input for Autonomous Vehicle Rule Revisions

U.S. transportation regulators plan to take another step toward rewriting federal rules hampering the development and adoption of autonomous technologies - from cars and trucks to buses and trains.

Department agencies will issue additional requests for comment to gather input from companies and the public on what rules affecting transport should change or be eliminated, Transportation Secretary Elaine Chao said in an interview Jan. 14. The move comes in addition to four requests for public comment released last week as highway, auto and transit regulators try to cast aside roadblocks to new advancements in transportation.

"The government has so many barriers. It's a bureaucracy," Chao said on the sidelines of the Detroit auto show. "We're looking at what are duplicate, what bottlenecks are holding up the processing of innovation."

The National Highway Traffic Safety Administration last week asked for comment on "unnecessary regulatory barriers" for self-driving vehicles and how their safety should be tested and certified. The Federal Transit Administration is also looking for feedback on two fronts related to automated buses, while the Federal Highway Administration will seek public input on how driverless transportation modes should be accommodated on U.S. highways.

But efforts to revise the existing regulations should go beyond just cars and buses, Chao said. "The reality is that automated driving systems are part of every single mode of transportation," she said.

The initiative to change existing rules could take several years and extend beyond the current administration, in large part because the regulators first have to identify what specifically the obstacles are, she said.

"We don't even know what some of these barriers are, which is why we have gone out to ask the public, Silicon Valley," she said. "The tech world, auto manufacturers: 'What are you trying to do to improve transportation technology that the government is holding you back on?'" GM's Petition

Auto safety regulators are already confronting an early test of how current rules don't mesh with automated driving. General Motors Co. last week announced it had petitioned NHTSA for permission to field a driverless car designed without foot pedals or a steering wheel, which today are required by federal auto safety standards.

Chao said the GM petition reflects how quickly autonomous systems are advancing and said officials will review the petition "with great care" and "in a responsible way."

"Even if we cannot address all of the issues," she said of the rule rewriting efforts, "there will be a roadmap that will be available for future administrations."

## Trucking Industry Struggles With Growing Driver Shortage

America needs more truck drivers. The trucking industry is facing a growing shortage of drivers that is pushing some retailers to delay nonessential shipments or pay high prices to get their goods delivered on time. A report from the American Trucking Associations says more than 70 percent of goods consumed in the U.S. are moved by truck, but the industry [needs to hire](#) almost 900,000 more drivers to meet rising demand.

Derek Leathers, CEO of Omaha-based trucking company Werner Enterprises, tells Here & Now's Meghna Chakrabarti that truckers drive the American economy, but in recent years the [industry has struggled](#) to attract new drivers.

"Being a truck driver was something that carried a certain level of honor with it," he says. "They were kind of the 'knights of the road,' and we lost that somewhere along the way, and I think often trucks are portrayed as sort of this negative reality on the road."

The ATA report notes that the industry has struggled with a driver shortage for the past 15 years. During the Great Recession, freight volumes dropped, allowing the industry to meet demand with fewer drivers. But when volumes recovered in 2011, the driver shortage became a problem again. According to an [industry analysis](#) by DAT Solutions, just one truck was available for every 12 loads needing to be shipped at the start of 2018, which is the lowest ratio since 2005.

"In addition to the sheer lack of drivers, fleets are also suffering from a lack of qualified drivers, which amplifies the effects of the shortage on carriers," [says ATA Chief Economist Bob Costello](#).

"This means that even as the shortage numbers fluctuate, it remains a serious concern for our industry, for the supply chain and for the economy at large." An aging fleet of drivers is one of the main reasons for the driver shortage. The Bureau of Labor Statistics estimates that the [average age](#) of a commercial truck driver in the U.S. is 55 years old. The industry also heavily relies on male drivers — only 6 percent of commercial truck drivers are women, according to the ATA.

"Demographics are working against the industry," Leathers says. "The trucking industry average age is about 10 years older than the average age across other comparable industries like manufacturing and construction. So as those retirements are taking place, we're just not seeing the same level of new entrants into the industry." The industry has struggled to attract new drivers because the lifestyle of a trucker is less than ideal. Drivers are often forced to be on the road for extended periods of time, causing fatigue, and [many suffer](#) from undiagnosed sleep apnea. The Trump administration [implemented new safety regulations](#) in December that require commercial truck drivers to use electronic logging devices to record their hours. But many truckers say the federal mandate does not provide the flexibility they need. "Federal regulators simply don't have a clue," Todd Spencer, executive vice president of the Owner Operator Independent Drivers Association, a trade group, told NPR in December. "They don't have a clue what truckers do, how they go about doing it, the environment that they live in, the schedules and things like that, the demands of the job." Leathers says his company has increased wages, so drivers can make up for lost time on the road. The [median annual wage](#) for heavy and tractor-trailer drivers was \$41,340 in May 2016, according to the BLS.

"Pay in the industry's come up considerably. Here at Werner our pay's up 17 percent over the last couple of years," Leathers says. "First-year entrants into the industry now make around \$50,000 a year depending on what part of the business they go in. So it's a good job. It pays well; you can build a family around it. It's about getting that awareness out there."



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