



## Mid-Month Update

### New Members

#### FleetMatics

1600 East Golf Rd, Ste 800  
Rolling Meadows, IL 60008  
Ms. Chelsey Carlson  
(866) 844-2235

#### Jim's Heavy Hauling

4309 Ironside Lane  
St Louis, MO 63128  
Mr. Jim Power  
(314) 471-8116

#### Lael Trucking LLC

15105 Pike 276  
Louisiana, MO 63353  
Mr. Ray Carr  
(573) 754-0379

#### Spire Natural Gas Fueling Solutions

720 Olive Street  
St Louis, MO 63101  
Mr. Thomas Schultz  
(314) 342-0684

#### TAG Truck Center

307 Lynual Drive  
Sikeston, MO 63801  
Mr. Russell Cobb  
(573) 471-7100

*Welcome  
New Members!*

## President's Message

### Vote "Yes on Amendment 7"

On Tuesday, August 5, 2014 Missourians will have an opportunity to support Amendment 7 and decide how best to fund our infrastructure and transportation needs for the future.

In an era where sound bites and "half truths" rule the day and pass for newsworthy stories, here are the FACTS as they relate to Amendment 7:

- Amendment 7, if approved, will add a ¾% to the state sales and use tax rates. Our current state rate is 4.225%. If adopted, the state rate would be 4.975%.
- If Amendment 7 is approved, trucks will continue to pay the current level of fuel taxes.
  - As a refresher to the trucking community – trucking pays 39% of all roadway taxes and fees owed by Missouri motorists, despite only traveling 14% of the vehicle miles traveled in Missouri.
- The ¾% sales tax increase *will NOT* be applied to purchases of medicine, groceries, gasoline or fuel.
- The money *cannot be diverted* to non-transportation projects by politicians.
- The money must be spent on *locally developed* project lists with local citizen and community input.
- Any citizen can sue MoDOT for failure to build/finish a project on the list.
- Amendment 7 *freezes the gas and fuel tax* over the 10 year time period.
- Amendment 7 *prohibits* the state, counties and cities from owning or operating *tolls* on all current and future roads and bridges over the 10 year time period.
- The ¾% sales tax will sunset in 10 years unless renewed by a vote of the people.

Recently we alerted you to the need for the trucking industry to step forward and support the "Yes on 7" campaign financially. I want to personally thank the following companies who answered the call and have contributed in support of Amendment 7 so far (as of July 14). Amounts less than \$5,000 aren't necessarily reported until after the election:

\$25,000 - Trailiner Corp	\$7,500 - D & D Sexton
\$25,000 - Witte Bros Exchange	\$5,000 - Christenson Transportation
\$25,000 - New Prime, Inc.	\$5,000 - Transport Distribution Co
\$10,000 - TCSI-Transland	\$5,000 - Gully Transportation
\$10,000 - Steelman Transportation	\$2,500 - Midland Transports
\$8,000 - Opies Transport	\$1,000 - Gencom

### THANK YOU ALL FOR YOUR SUPPORT!!!

As readers of this *Missouri Memo*, you are likely some of the most educated political voters in Missouri. It is not too late to send in your support! Checks can be mailed directly to:

**Missourians for Safe Transportation and New Jobs**  
PO Box 1933  
Jefferson City, MO 65102

And by all means, if you support passage of Amendment 7, MAKE SURE TO GET OUT AND VOTE ON AUGUST 5<sup>th</sup>!!



**Reasonable Suspicion Testing:  
What Supervisors Need to Know -  
DVD Training**

Helps fulfill supervisors' required drug and alcohol training

MoTA's regular price on this item: \$355.00



**Alcohol & Drug Testing:  
What Drivers Need to Know -  
DVD Training**

Addresses critical info drivers must be aware of regarding alcohol and drug testing requirements.

MoTA's regular price on this item: \$355.00

**SPECIAL OFFER – SAVE EVEN MORE!**  
**Get both Training Programs for just \$505.00!**  
*This combo offer expires 7/18/14.*

**AR, WI Associations Have New Leaders**

The Arkansas Trucking Association has selected Shannon Newton as its president, effective June 11, 2014. She has been serving as association vice president for some years, and has been running the organization since the departure of Lane Kidd earlier this year. And the Wisconsin Motor Carriers Association has chosen Neal Kedzie to succeed Tom Howells as WMCA president, effective July 1, 2014. Mr. Kedzie has served more than fifteen years in the state legislature, and was for some years the chair of the senate transportation committee. Tom Howells has been WMCA's president for 35 years, and is currently the most senior state trucking association executive. We wish all the best to Ms. Newton and to Mr. Kedzie and Mr. Howells! ▲

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**MISSOURI**Memo

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Jefferson City, MO 65102  
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mota@motrucking.org



**2014 MoTA  
Drivers of the Month**

<i>January</i> .....	<b>Howard Hall</b> Buchheit Trucking Service Scott City, MO
<i>February</i> .....	<b>Leon Heater</b> TCSI-Transland Springfield, MO
<i>March</i> .....	<b>Byron Bramwell</b> YRC Freight Kansas City, MO
<i>April</i> .....	<b>Kevin Flick</b> Buchheit Trucking Service Scott City, MO
<i>May</i> .....	<b>Darin Haggett</b> Buchheit Trucking Service Scott City, MO
<i>June</i> .....	<b>Allan Raffay</b> Prime Springfield, MO

*Congratulations, Drivers!*

**Study Ranks State Friendliness to Small Business**

Everybody knows – whether it's true or not is something else – that small business is the engine that drives the U.S. economy. And it is certainly true that more than 90 percent of American trucking companies are small businesses. The organization Thumbtack has issued its third annual ranking of the states' relative friendliness to small business, in terms of the ease of starting a business, the ease of hiring, and the burden of state regulations in six other areas: health and safety; employment, labor, and hiring; taxation; licensing; the environment; and zoning. The data were gathered through a survey of 12,000 small businesses across the country. Of the 38 states for which there were data, four got an A+: Idaho, Texas, Utah, and Virginia; and three an F: California, Illinois, and Rhode Island. No state in the Northeast (counting all of those east of the Mississippi and north of Virginia and Kentucky) did well, and none on the West Coast. The results were broadly similar in the areas of taxation and licensing (which covers all sorts of business licenses), but Connecticut and Illinois did especially poorly in both, and New Hampshire much better than any other in its area of the nation. You may see all the results for the past three years on-line here: <http://www.thumbtack.com/survey#/2014/1/states>. ▲

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## Senate Finance Committee to Consider Short-Term Highway Funding Proposal

Senate Finance Committee Chairman Ron Wyden (D-OR) announced that the committee will consider a proposal next week to provide \$8 billion to the Highway Trust Fund in order to prevent the Fund from going insolvent. The HTF is projected to run out of money next month, and the \$8 billion infusion is expected to keep the federal-aid highway program funded through December 31. Wyden suggested that passage of the short-term measure will give Congress time to develop a long-term funding package for passage during a lame-duck session following the November elections.

Last week Wyden released his initial short-term proposal, with the intent to bring it up for a committee vote on June 26, but delayed action in order to develop a funding package that is likely to garner more Republican support. Wyden also indicated that he will ask the House of Representatives for input. The original bill's only transportation-related pay-for was an increase in the heavy vehicle use tax for vehicles weighing over 75,000 pounds. After ATA expressed concern about trucks being singled out, Chairman Wyden removed that proposal. ▲

## ATA Proposes Modification to the Hours of Service Oilfield Exceptions Making Them Simpler & Safer

On July 7, 2014, American Trucking Associations filed comments on a petition for changes to the existing oilfield exceptions to the hours of service regulations. There are two such exceptions. The first allows the driver of a vehicle that services only the oil & natural gas industry to restart his/her weekly clock after 24 hours instead of 34. The second allows a driver operating specially constructed equipment for oilfield servicing to log his/her waiting time as off duty. ATA filed the petition, proposing that eligibility for both exceptions be based upon whether or not the driver could obtain adequate rest. Drivers would be able to obtain adequate rest by using a sleeper berth, resting in on-site facilities or any other method FMCSA deems restorative. FMCSA will consider comments on ATA's petition and grant a waiver if it finds merit in our request. If granted, the waiver would last for up to two years. ATA has also asked that FMCSA open a rulemaking docket to make this a permanent change. ▲

## IRS Adopts Bill of Rights

On June 10, 2014, the federal Internal Revenue Service formally adopted a taxpayer bill of rights, a list that aggregates some of the many provisions in the Internal Revenue Code that bear on taxpayer appeals, rights under the collection process, and so forth. The IRS's own Taxpayer Advocate Service has recommended for the last seven years that IRS take this step. The move seems to confer no new rights on taxpayers, but its timing may be of some political interest. Many of the items in the IRS's bill are quite general, such as the rights to be informed and for quality service, finality, privacy, and a fair and just tax system. But the Service expects to send the new Bill of Rights out to a million taxpayers this year who get some sort of IRS notice, reminding them that they do have rights. That alone could do some good. The Advocate's Office says most taxpayers feel that, *vis-à-vis* the IRS, they haven't any rights. For more, see [www.irs.gov/advocate](http://www.irs.gov/advocate). ▲

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## FMCSA Grants ATA-Supported Veteran Licensing Flexibility

On July 8, 2014, the Federal Motor Carrier Safety Administration granted an exemption application from the Virginia DMV related to the military skills test waiver. Under normal rules, veterans with truck driving experience have up to 90 days from leaving military service to present paperwork demonstrating their military driving experience and thereby be exempted from the CDL driving skills test. Virginia's application, which ATA supported, extends a service member's eligibility to waive his skills test from 90 days to one year. The extended eligibility will be available until July 8, 2016. ATA supports making this change permanent. ▲

## New Federal Report Predicts High Fuel Price Increases Under Federal Renewable Fuel Standard

Gasoline prices will likely increase between 13 and 26 cents per gallon and diesel fuel will rise by up to 30 to 51 cents per gallon by 2017 under the Federal Renewable Fuel Standard (RFS-2) according to a report released by the U.S. Congressional Budget Office. The CBO's analysis estimated that in order to comply with increasing biofuel mandates called for under the Energy Independence and Security Act of 2007, fuel refiners would have to more than triple their use of advanced biofuels by 2017. The report comes out as the biofuel and refining industries eagerly wait to see if EPA will adjust the annual renewable volume obligations for 2014 from the original EISA volume requirements. The CBO conducted the study at the request of House Energy and Commerce Committee Chairman Fred Upton (R-Mich.). The CBO report can be viewed at <http://www.cbo.gov/sites/default/files/cbofiles/attachments/45477-Biofuels2.pdf>. ▲

## FMCSA Issues Revised Guidance on Electronic RODs

The Federal Motor Carrier Safety Administration issued revised guidance on July 9 allowing the use of electronic signatures on record of duty status documents used to comply with the hours of service regulations. The change stipulates that drivers using a software system (that does not qualify under the current Automatic On-Board Recording Device or the proposed Electronic Logging Device standards) on a computer, tablet, or smartphone, to log their hours of service may now complete their logs using an electronic signature and are no longer required to print, manually sign, and store them. Drivers are also allowed to electronically transmit their RODS directly to the carrier once signed electronically. Unfortunately, while the guidance does allow RODS to be displayed on-screen in the event of a roadside inspection (provided it is in traditional grid format), the law enforcement officer may still require that the RODS be printed upon demand. ▲



## NHTSA Grants Petition On Truck Underride Guards

On July 10, 2014, the National Highway Traffic Safety Administration announced that it has granted a petition from the Truck Safety Coalition and will issue an advanced notice of proposed rulemaking pertaining to rear impact (underride) guards and other safety strategies for single unit trucks. NHTSA also indicated that it will issue a notice of proposed rulemaking focusing on rear impact guards on trailers and semitrailers. Further, NHTSA is still evaluating a petition request from the TSC to improve side guards and front override guards and will issue a separate decision on these issues at a later date. ▲

## ATA Responds to Electronic Signatures and Documents Proposal

On June 27, ATA filed comments in response to FMCSA's proposed rule regarding the acceptance of electronic documents and signatures for complying with recordkeeping requirements. Though generally supportive of FMCSA's proposal, ATA called on the agency to broaden and further clarify acceptance of these documents. Specifically, ATA said, FMCSA should ensure that electronic documents be accepted (in lieu of paper records) during roadside inspections (e.g., medical cards); that acceptance of electronic documents and forms on electronic on-board recorders or electronic logging devices should constitute a signature; and that direct submittal of electronic forms, documents, and signatures to FMCSA must be explicitly allowed. Finally, ATA urged that FMCSA work with the Office of the Secretary to create identical allowances for signatures and records related to drug and alcohol testing requirements. ▲

## PCORI Fee Due In July

Employers who offer health-care plans to their workers, if those plans are to any degree self-insured, may need a reminder that under the federal Affordable Care Act they now owe an annual fee, which is due at the end of July. The fee was enacted to fund the Patient-Centered Outcomes Research Institute, the PCORI. This year's fee is \$2 per covered life in the employer's plan, which includes not only employees and other workers, but any of their dependents the plan covers. The fee is to be paid with Form 720, the all-purpose excise tax form used by the Internal Revenue Service. For more details – and there are many details! – see the instructions for Form 720, especially pages 8 and 9, and the IRS publication referenced there: <http://www.irs.gov/pub/irs-pdf/i720.pdf>. ▲

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## Toll Authority Sues over Lost Tolls

Last year, there was a bad bus accident on the Bush turnpike, which circles the north side of Dallas, Texas. Naturally, there have been a lot of lawsuits filed over the deaths and injuries the accident caused. Now, however, the press reports that the North Texas Tollway Authority has also sued the bus company, on the basis that the accident not only caused damage to the roadway, but that it shut down the road for more than three hours, leading to a loss to the authority of perhaps \$75,000 in tolls. Although this suit may not have been well thought out – the bus company is in bankruptcy, with few assets – more cases like this one are likely enough, especially if toll roads do proliferate in this country, as some would like to see. ▲

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## UCRA Sets 2015 Registration

At its meeting in Seattle June 11, 2014, the board of directors of the Unified Carrier Registration Agreement recommended to the states that participate in the UCR program that they begin accepting UCR registrations and fees for 2015 on October 1 this year, and that the states begin roadside enforcement of compliance with the fee requirements on January 1 next year. The Indiana Department of Revenue, which operates the national on-line system through which motor carriers and other entities subject to UCR fees can register, expects to be able to accept registrations as of that date. The UCR board also recommended to the federal Department of Transportation that the UCR fees for both 2015 and 2016 remain what they have been for the last few years. In fact, the board anticipates that in 2014 the participating states will for the first time collect the full amount of money – somewhat over \$100 million – that the UCR system was originally designed to bring in. ▲

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## ATA Files Comments on ELD Proposed Mandate

On June 26, ATA filed comments on the Federal Motor Carrier Safety Administration's proposed rule to mandate electronic logging devices (ELD). ATA reiterated its support for the mandate and urged the agency to issue a final rule quickly. At the same time, ATA urged FMCSA to ensure that its rule can withstand the likely forthcoming legal challenges. The association also raised a number of issues with some details in the proposal, including the following:

- The proposed grandfather period for existing devices (two years after an industry-wide device adoption deadline) is too short, will penalize early adopters, and have a chilling effect on voluntary adoption.
- The proposed location monitoring precision standards (no closer than 1 mile while on duty, 10 miles while off duty) are acceptable for enforcement purposes, but employers must be assured that they can monitor vehicle location more precisely in the interests of security, safety, and efficiency.
- Employers should be permitted to make ELD edits without driver approval, especially when correcting for errors that don't impact compliance with driving or on-duty time rules.
- FMCSA's proposed supporting document retention requirements are excessive and unnecessary. ELDs will help ensure a much higher degree of compliance and will all but completely eliminate the need for supporting documents.

To read ATA's press release on the comments, go to <http://www.trucking.org/article.aspx?uid=92e9117c-9934-4707-86bc-818e9d4d2a43> ▲

## Beware of E-ZPass Email Phishing Scam

The Thruway Authority, Metropolitan Transportation Authority and Port Authority have all issued warnings about an email phishing scam disguised as an attempt by E-ZPass to collect unpaid toll money.

According to the E-ZPass website ([www.e-zpassny.com](http://www.e-zpassny.com)) E-ZPass NY will never send an email or contact users requesting sensitive personal information such as a credit card number, social security number, user names, passwords, etc. They advise users that if they receive an email by anyone stating they are from E-ZPass and seeking personal information to NOT provide the information requested and do NOT click any links included in the email. Instead call 800-333-8655 to report that you have been contacted by someone attempting to obtain personal information.

If you receive an email you suspect is fraudulent, forward it to the Federal Trade Commission at [spam@uce.gov](mailto:spam@uce.gov) without changing or retyping the subject line. Such changes may inhibit the ability to investigate it properly. Delete the fraudulent email immediately after forwarding it to the FTC. ▲

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

The American Trucking Associations unveiled the logo for the 2014 National Truck Driver Appreciation Week (NTDAW). Scheduled for Sept. 14 - 20, 2014, 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](mailto:NTDAW@trucking.org).

A new online store for NTDAW merchandise has been launched and can be accessed <http://www.shumskyideas.com/ntdaw/>. ▲



**TRUCKING**  
Moves America Forward

## AL Property Tax Challenged

In June, the Alabama Trucking Association filed suit against the state in the circuit court for Montgomery County, challenging the way in which Alabama has been assessing property tax on motor carrier rolling stock. Although Alabama statute requires taxable property to be taxed on its actual retail value, the state has instead used the manufacturer's suggested retail price, regardless of the actual price for which equipment may have been purchased. For more information, contact Frank Filgo at the Alabama association at [ffilgo@alabamatrucking.org](mailto:ffilgo@alabamatrucking.org). Readers of the *State Laws Newsletter* (SLN) may recall that the association prevailed over the state in a separate lawsuit earlier this year, with the result that interstate carriers with equipment based in Alabama may henceforth apportion their property tax instead of paying 100 percent to Alabama. (See the *SLN* of 3/7/2014.) ▲

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## Ruling on California's Meal and Rest Break Requirement Issued

On July 9, the United States Court of Appeals for the Ninth Circuit held that California's meal and rest break requirements are not preempted by federal law prohibiting states from enacting measures that relate to the prices, routes, or services of motor carriers. Previously, nearly a dozen lower courts had held that state break requirements were preempted, because they limit the services carriers can provide and the routes they can use. Unless the parties successfully pursue Supreme Court review, motor carriers doing business in California and other western states within the Ninth Circuit will need to consider the effect of the decision on their operations. ATA had submitted an amicus brief arguing that California's meal and rest break requirements were preempted. ▲

## Supreme Court Declines to Hear California Low Carbon Fuel Standard Case

The U.S. Supreme Court yesterday declined to hear an appeal from ATA and other groups regarding California's low-carbon fuel standard (LCFS). More than 20 states and groups had asked the high court to review the 9th Circuit ruling upholding California's regulations - the first of their kind in the nation. The regulations, developed under California's landmark 2006 global warming law A.B. 32, seeks to cut greenhouse gas emissions in the state to 1990 levels by 2020. For the transportation sector, the regulations assign all fuels in the state a "carbon intensity" score with an overall aim of reducing the carbon intensity of all transportation fuels sold in the state by 10 percent by 2020. According to a 2012 study conducted by the California Trucking Association, carbon reductions of this nature could increase the cost of diesel fuel sold in the state by up to \$1.47 per gallon by 2020. ATA and other stakeholders argued that the regime violated the U.S. Constitution's "dormant" Commerce Clause which grants Congress exclusive authority to regulate interstate economic activity. As is its custom, the Supreme Court offered no explanation on why it declined to review the case. The case will now return to the district court for proceedings to determine whether the regulations have the purpose or effect of discriminating against out-of-state fuels. ▲



### MI Court Rules on Use Tax

The Michigan Supreme Court has held that a taxpayer owed use tax on property it purchased unless it could prove that sales tax had been paid. The taxpayer here was a Michigan company that hauled asphalt and other construction materials by boat and barge. It underwent a use tax audit on property it had purchased in Michigan in the course of its operations. The state assessed use tax on any item for which the taxpayer's purchase receipt did not show a separate line item for sales tax. In its appeal, the taxpayer argued that the tax law required sales tax to be included in the price charged for all property subject to the tax, and that payment on purchase could therefore be presumed. Two lower courts had held for the taxpayer, one of them going so far as to say that it should be assumed that sales tax had been paid on the purchase of property subject to the tax, and that the purchaser should not be burdened with having to prove that fact. The Supreme Court, however, pointed out that the sales and the use taxes were separate levies, and a credit against the latter was not authorized by the statute unless sales tax had actually been paid. It was up to a purchaser, it went on, to demand a receipt showing payment of sales tax. It made no difference, said the court, that the tax law also prohibited a retailer from saying or implying that sales tax was not part of the price of the property. That did not give rise to a presumption that tax was necessarily collected when that property was sold. There was a dissent. *Andrie, Inc. v. Dept. of Treasury*, docket no. 145557, decided June 23, 2014. ▲

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prior to July 1 for delivery after the effective date will still comply with Minnesota's new B10 mandate. Similarly, in subsequent years, motor carriers may purchase B5 during the winter months (October thru March) and have it delivered during the summer months (April thru September) and still comply with Minnesota's B10 mandate. ▲

### OH Board Rules Tax Exemption Inapplicable

The Ohio Board of Tax Appeals has held that the purchaser of a truck was not eligible for the state sales and use tax exemption for motor vehicles primarily used by a for-hire carrier to haul materials belonging to others. The carrier here used his truck partly to haul construction materials to worksites and partly to take away construction and demolition debris. The state argued that he had failed to show that he used the truck more for the former than for the latter purpose, which was relevant because waste such as the debris hauled here is not considered to be anybody's "property." The board could not find that the state's conclusion was clearly in error, since the carrier had provided only four invoices and testified that the kind of work he did varied considerably from day to day. *Cisco Transport LLC v. Testa*, docket no. 2013-4603, decided April 8, 2014 ▲

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### SC Clarifies Tax on Disaster-Relief Activities

By legislation (S. 1033) signed by South Carolina Governor Haley on June 2, 2014, and effective that day, the state has exempted from state and local taxes and fees individuals and business entities that come into the state at the request of a South Carolina business or government in order to help out after a declared disaster. The act makes plain that no business or individual will be considered to have nexus for tax purposes solely because of such activities during the period a disaster proclamation is in effect, or for sixty days afterwards. Fuel and sales taxes are not covered by the act, and there are other details. ▲

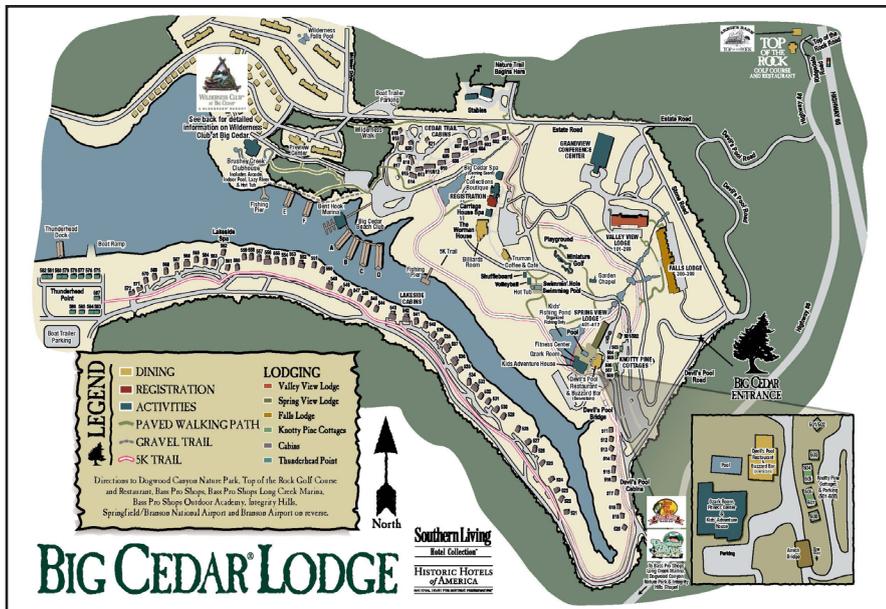
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### Effective July 1 MN Biodiesel Blend Increases

Minnesota's biodiesel mandate increases to 10% (B10) for the summer months effective July 1, 2014. A 5% blend (B5) requirement will remain in effect during the winter months (October thru March). Number 1 diesel fuel is exempt from the biodiesel blending requirements. According to the Minnesota Department of Agriculture, motor carriers with on-site fueling who purchased B5

Plan to attend the  
**77<sup>th</sup> Annual Convention**  
September 16 - 18, 2014  
Big Cedar Lodge  
612 Devil's Pool Road  
Ridgedale, MO 65739

Registration materials will be available soon.



# Regulatory & Compliance Review



## WHY PRESS YOUR LUCK WHEN BUSINESS IS ALL ABOUT TRUCKS

### WHAT IS A REGULATORY & COMPLIANCE REVIEW?

Annual regulatory and compliance reviews will ensure a trucking company is doing everything in accordance to the rules by which it is governed. Checked against all the regulations and laws a trucking operation has to adhere with, conducting a regulatory and compliance review is the best - and most proactive - way to ensure a fleet's trucks remain on the road.

### HOW WILL THIS HELP MY OPERATION LONG-TERM?

MTS works with carriers to examine their policies, procedures and records to make certain they meet industry standards. This creates efficiencies for the trucking company and its employees while minimizing the threat of an intervention from the FMCSA. While it does not eliminate a potential FMCSA review (or inspection from another government agency), it will significantly reduce the stress of one because MTS will have already thoroughly studied the carrier to help identify strengths and weaknesses to improve.

### WHO PERFORMS THE REVIEW?



**Jason Ahten**  
*Safety & Member Services  
Coordinator*  
Missouri Trucking Association



**Ron Breau**  
*Consultant*  
Missouri Truck  
Services



**Jerry Baker**  
*Consultant*  
Missouri Truck  
Services

### HOW MUCH WILL A REVIEW COST?

Actual price is negotiated based on the amount of work involved as it is recommended by MTS and accepted by the carrier. Some factors include time, degree of seriousness and whether communication with a regulatory agency is required.

### A Cut Above All the Rest

**Leave Nothing to Chance**

### Why MTS

Having helped several carriers since inception, MTS has positioned itself as the most trusted partner in a trucking company's desire to stay compliant.

The success carriers have experienced through the years speaks to how uniquely qualified Missouri Truck Services is to perform services like regulatory and compliance reviews.

What sets MTS apart:

- Understanding and knowledge of the trucking industry
- Presence as an industry advocate
- Good, long-standing relationships with the FMCSA and MoDOT
- An experienced and trusted safety coordinator on staff

Considering today's regulatory climate - with CSA becoming such a prevalent force in the industry as more and more brokers and insurance companies are taking notice of carriers' safety ratings and BASIC scores - now is the time to call MTS.

**Missouri Truck Services**

P.O. Box 1247

Jefferson City, MO 65102

(573) 634-3388 • Fax (573) 634-4197

[www.motrucking.org](http://www.motrucking.org) • [mts@motrucking.org](mailto:mts@motrucking.org)

# MoTA Photo Album



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



# While available!

## 2014 Missouri Truck Driving Championships

### Commemorative T-Shirt - \$10.00 each

**LIMITED QUANTITY AVAILABLE!**

Gildan - Ultra Cotton, 100% Pre-Shrunk Cotton

Small - Item # shirt-S

Medium – Item# shirt-M

Large – Item # shirt-L

Extra Large –Item # shirt-XL



## Collectible 2014 Missouri Truck Driving Championships Replica Truck

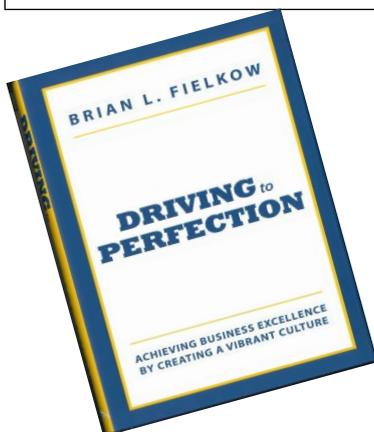
**LIMITED QUANTITY AVAILABLE!**

Item # truck-14 - \$40.00 each

## Highlights of 2014 Missouri Truck Driving Championships DVD

Item # TDC14 - \$25.00 each

*Includes a portion of the Awards Banquet*



### ***Driving to Perfection: Achieving Business Excellence by Creating a Vibrant Culture***

Your most important strategic and competitive advantage is right in front of you - grow your culture, and you'll grow your company!

In this book Fielkow provides concrete advice for managers and executives looking to take their companies to new heights. This book is packed with "hands on" ideas you can readily adapt to your organization.

Item # FIELKOW \$5.00 Each



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Or call Missouri Trucking Association at (573) 634-3388.