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Upcoming Events

March 14
DOT Compliance Seminar
St. Louis, MO

March 17
Saint Patrick's Day

April 3
SuperTech Competition
Springfield, MO

April 18
C.O.S.S. Meeting
Location: TBD

May 30 - June 2
Truck Driving Championships
Branson, MO

June 24
PAC Golf Tournament
Porto Cima

October 2 - 4
Annual Convention
Branson, MO

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The President's Message

Thanks to Governor Mike Parson's focus on workforce development and infrastructure funding, the topic of highway funding has become one of the major topics of the 2019 legislative session.

Recall that in his budget Governor Parson made two major recommendations from General Revenue to help fund bridges and other projects at MODOT. The first was a recommendation of a "pledge of appropriation" bonds in the amount of \$351 million. It appears that the issuer of the bonds would be the MODOT Commission. The Governor recommended a General Revenue appropriation to service the debt and interest payments over a fifteen-year period.

The Governor also recommended a \$50 million appropriation from the General Revenue Fund to MODOT for "local cost sharing" projects. It appears that this funding could be a one-time appropriation from the carryover cash balance from FY 2018, but the budget document does not explicitly say that.

The total of the two initiatives for the FY 2020 budget is \$85 million of General Revenue, which is a very large number considering MoDOT has not historically received much if any direct funding from the State General Fund.

Over the past few weeks, several competing proposals have been put forth as alternative solutions for infrastructure funding. On Wednesday, March 6, House Budget Chairman Cody Smith (R-Carthage) recommended \$100 million from state General Revenue to fund the Governor's bridge proposal instead of issuing the \$351 million bond. Functionally, Rep Smith has recommended providing \$100 million for the next several years instead of debt to save \$100 million in interest payments. The Governor's proposals (SCR 14 – Sen Dave Schatz R-Sullivan; HCR 26 — Rep Becky Ruth R-Festus) would require \$30 million annually from General Revenue to pay the 15 year bond.

In addition to the Rep Smith proposal, Sen. Bill Eigel (R-St Charles) filed SJR 27 to transfer 50% of the revenues remaining in General Revenue after the constitutional transfers to the Budget Reserve Fund are made each fiscal year to the "Bridge and Road Authorization Trust Fund" which is set up by SB 403, also filed by Sen Eigel.

Finally, several bills have been filed to simply increase gas and diesel taxes. The most recent was filed by Senate Transportation Committee Chair Sen Doug Libla (R-Poplar Bluff). SB 430 would increase gas and diesel taxes by 2 cents upon enactment and then annually for the next 2 years for a total 6 cent increase to 23 cents per gallon, and then would be adjusted annually for inflation.

When asked about the proposals, Governor Parson remarked "We're all looking for solutions, and I've told the Senate and House both, 'Put something on the table,'" Parson said. "If there's a better way to do this, I'm open to that, and the good news is that they're talking about infrastructure."

As the legislature prepares to go on Spring Break starting March 14, the issue of infrastructure funding is shaping up to be one of the topics to receive significant floor time in the second half of the legislative session.

~ Tom Crawford



2019 Directories have been mailed. For more copies, call the MoTA office at (573) 634-3388

From My Little Pony to Kitty Litter, Trucking Presures Prices

America's trucker shortage is about to hit consumers right where it hurts: in the kitty litter.

McDonald's Corp.'s longtime distributor Martin-Brower Co. is raising delivery fees, imperiling low menu prices, and Procter & Gamble Co., Church & Dwight Co. and Hasbro Inc. are sounding the alarm that higher freight fees could be passed on to consumers of everything from Crest toothpaste to Arm & Hammer cat litter to My Little Pony figurines. And it's all because transport companies can't find drivers.

"Millennials, they don't want to drive trucks," said Darren Tristano, CEO and founder of consultant Foodservice Results. "They're looking at this and saying, 'I want to be in something more glamorous, more tech-oriented.'"

America simply doesn't have enough truck drivers to deliver everything its people buy. That's not new, but many retailers are just now feeling the pain as annual shipping contracts are renewed. That has trucking companies scrambling to find ways to keep costs down. And it has Michael Norwich counting every dime and quarter as he contemplates the \$4.99 combo meal whose price is dictated at Jack in the Box Inc. headquarters.

Long-Term Issue

"Distribution costs are huge," said Norwich, who owns 14 of the fast-food restaurants in El Paso, Texas, and Las Cruces, N.M. "I'm scratching my head trying to figure out how \$4.99 is going to work."

The driver shortage is a long-term issue that's going to get worse, and it's going to cost consumers money, Bloomberg analyst Lee Klaskow said. Pay bumps for drivers haven't moved the needle much. Autonomous trucks still are far off. And even if legislators succeed in lowering the minimum age for longhaul drivers to 18 from 21, as some propose, it wouldn't help much. Insurance for young drivers would be sky-high, making it a tough job most of them would avoid, he said.

~ Continue to [Transport Topics](#) for full article

Bipartisan DRIVE Safe Act Hailed by America's Trucking Industry

ARLINGTON, Va., Feb. 26, 2019 /PRNewswire/ -- Following today's introduction of companion, bipartisan bills in the U.S. House and Senate that would help address the nation's growing shortage of truck drivers, American Trucking Associations President and CEO Chris Spear praised the legislation as critically important to the American economy.

"The strong bipartisan, bicameral support behind this legislation demonstrates how real a threat the driver shortage presents to our nation's economic security over the long-term – and how serious our lawmakers are about addressing it with common-sense solutions," Spear said. "Given the broad coalition of interests backing this measure, there is growing understanding across the country that the impact of this issue reaches far beyond just trucking and commercial vehicles. It is a strain on the entire supply chain, from the manufacturers and producers on down to retail and the end consumer, who will see higher prices at the store."

ATA is a member of the DRIVE Safe Act Coalition, co-led by ATA and the International Foodservice Distributors of America, and includes the National Association of Manufacturers, National Restaurant Association, National Retail Federation, Retail Industry Leaders of America and more than 40 other national trade associations and companies

While 48 states permit individuals to obtain a commercial driver's license and drive trucks at age 18, federal regulations prevent those drivers from crossing state lines until they turn 21. This restriction bars a vital population of job seekers from interstate trucking, exacerbating the driver shortage, as qualified candidates are lost to other industries. The DRIVE Safe Act would allow certified CDL holders already permitted to drive intrastate the opportunity to participate in a rigorous apprenticeship program designed to help them master interstate driving, while also promoting enhanced safety training for emerging members of the workforce.

The DRIVE Safe Act would help train younger drivers far and above current standards. Under the legislation, once a driver has met the requirements to obtain a CDL...

~ Continue to prnewswire.com for full article



Rule Change Reduces Training Duplication for Drivers Upgrading to Class A CDL

The Federal Motor Carrier Safety Administration is making it easier and less expensive for truck drivers to upgrade their commercial driver's license from a Class B to Class A through a change to its entry-level driver training regulations.

The ELDT regulations [published on Dec. 8, 2016](#), originally required the same level of theory training for drivers upgrading from a Class B CDL to a Class A CDL as it did for those getting their CDL for the first time.

Now, FMCSA said it recognizes that because Class B CDL holders have prior training or experience, they should not be required to receive the same level of theory training as individuals who have never held a CDL, so it's amending the rule. The compliance date for this final rule is Feb. 7, 2020.

This change will save eligible driver trainees and motor carriers \$18 million annually, according to FMCSA. The agency estimates that more than 11,000 driver-trainees will benefit annually and see an average reduction of 27 hours in time spent completing their theory instruction.

The new final rule applies only to Class B CDL holders, and does not change the behind-the-wheel training requirements in the 2016 ELDT rule. All driver-trainees, including those who hold a Class B CDL, must demonstrate proficiency in all elements of the behind-the-wheel curriculum in a Group A vehicle.

~ Continue to [HDT](#) for full article

FMCSA Drops Plan for Split Sleeper Berth Pilot Program

The Federal Motor Carrier Safety Administration has scrapped plans for a 12-month split sleeper berth pilot program designed to collect real-world data on the safety of drivers who split their sleeper berth time in a variety of ways.

In lieu of conducting a lengthy and costly pilot, the agency has said it has enough data and research to support consideration of a proposed rule that could give drivers the flexibility to split the 10 hours they spend in the sleeper berth in the manner they prefer, within limits.

The agency's current regulation requires drivers using the sleeper berth provision to take at least eight consecutive hours in the sleeper berth, plus a separate two consecutive hours either in the sleeper berth, off duty or any combination of the two.

Dave Osiecki, president of Scopelitis Transportation Consulting LLC, said the next move by FMCSA likely will come sometime during the first half of this year when the agency makes public its hours-of-service proposed rule.

FMCSA said the more than 5,200 comments it received in response to last year's hours-of-service advanced notice of proposed rulemaking represented "substantive and detailed responses."

"As a result of this input, and after analyzing existing data regarding sleep and fatigue studies, the agency has concluded that a lengthy pilot program is not necessary at this time," said an FMCSA statement provided to Transport Topics earlier this month.

It was American Trucking Associations that first petitioned FMCSA in 2003 to set up a pilot program to study split time in the sleeper berth, and that again in 2013 suggested split time might be a good way to give drivers the flexibility they need, said Daniel Horvath, ATA's director of safety policy.

However, Horvath said ATA was "taken aback" when FMCSA recently said it's not going forward with the pilot.

~ Continue to [Transport Topics](#) for full article



Congratulations to
Remy Braun
of D&D Sexton Inc.
for being named the 2018
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year for the state of Missouri





FMCSA's medical certification program under audit by DOT

Spurred by a wake of criminal charges against medical examiners who have fraudulently issued DOT medical certificates to truck operators, the U.S. DOT's Office of Inspector General announced Wednesday it is opening an audit to evaluate the DOT medical certification program. Of focus in the audit is the National Registry of Certified Medical Examiners, implemented by the [Federal Motor Carrier Safety Administration](#) in 2014.

Since the August 2014 onset of the National Registry, there have been eight indictments and six convictions against medical examiners who have issued fraudulent certificates to drivers. In most cases, the examiner was issuing certificates without performing a full exam and, in some cases, the examiners uploaded fake exam results to FMCSA.

[On a few instances](#), FMCSA had to issue a notice that required hundreds of drivers to renew their medical certifications within 30 days, even though they hadn't expired, due to circumstances surrounding alleged fraud of a medical examiner. [In one occasion](#), more than 6,000 drivers had to immediately renew their medical certificate.

Part of a multi-part overhaul of the driver medical certification process, the National Registry rule requires drivers to obtain their medical certificate from an FMCSA-approved examiner. Examiners must complete required training and pass a test to be listed in the registry. Ultimately, medical certificates will be combined with drivers CDLs, with states tapping into FMCSA's database to know whether a driver's medical certificate is current and valid. That portion of the overhaul has been delayed and is now slated to take effect in June 2021.

Slim on details so far, the DOT OIG's audit is planned to begin immediately, the OIG said its Wednesday notice to FMCSA. The OIG will evaluate FMCSA's oversight of the medical certification process and its protocol for verifying the information within the National Registry.

~ *Commercial Carrier's Journal*

FMCSA Formally Ends Its Driver Diabetes Exemption Program

The Federal Motor Carrier Safety Administration on Feb. 21 formally announced the immediate end of its exemption process for the medical certification of insulin-dependent truck and bus drivers.

In a Federal Register announcement, the agency said diabetic drivers who possess a medical card will need to renew, and those seeking a medical card in the future will be certified to drive only if they get a green light from an agency-certified medical examiner.

“Obtaining certification under the new standard should be much less burdensome in terms of both time and resources than the lengthy process of applying for and maintaining an exemption,” the announcement said. “FMCSA withdraws its Sept. 3, 2003, notice concerning exemptions for certain individuals with insulin-treated diabetes mellitus and its Nov. 8, 2005, revision.”

MORE ON FMCSA: [Medical certification process under audit](#)

The exemption process will remain in effect for drivers with epilepsy and seizure disorders, as well as for hearing and vision disorders, the agency said.

Diabetes impairs the body's ability to produce or respond to the hormone insulin, resulting in abnormal metabolism of carbohydrates and elevated levels of glucose-surge in the blood and urine.

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The revised diabetes standard, published Sept. 19, grants certified medical examiners, in consultation with a driver's treating clinician, ability to determine whether to approve an insulin-treated individual for a medical certificate to drive a commercial motor vehicle in interstate commerce for up to 12 months.

“FMCSA has determined, therefore, that an exemption program for [treated diabetics] is no longer necessary,” the agency said.

Continue to [Transport Topics](#) for full article



Truck driver shortage could impact prices of consumer goods

Despite a national truck driver shortage, commercial driver's license schools in the area are seeing an uptick in enrollments, thanks to incentives such as higher wages and better benefits.

But the push to mitigate the shortage could soon have an impact on the prices of consumer goods, said Kevin Steward, president and CEO of the Pennsylvania Motor Truck Association.

Some companies have gone as far as offering things such as internet access, safety technology and guaranteed time at home, he said.

"All that stuff comes with a price," Steward said.

The price comes in the form of higher freight fees, which could soon cause prices on toothpaste, diapers and detergent to rise. Companies such as Martin-Brower Co., Proctor & Gamble Co., Church & Dwight Co. and Hasbro Inc. have indicated prices could rise because of higher freight fees, [Bloomberg News reported](#).

The driver shortage is continuing despite the incentives, said Angela Isabelle, CDL program chair for All-State Career in West Mifflin. Isabelle said she often sees big companies struggling to fill truck driver positions, a trend she attributes to the growing

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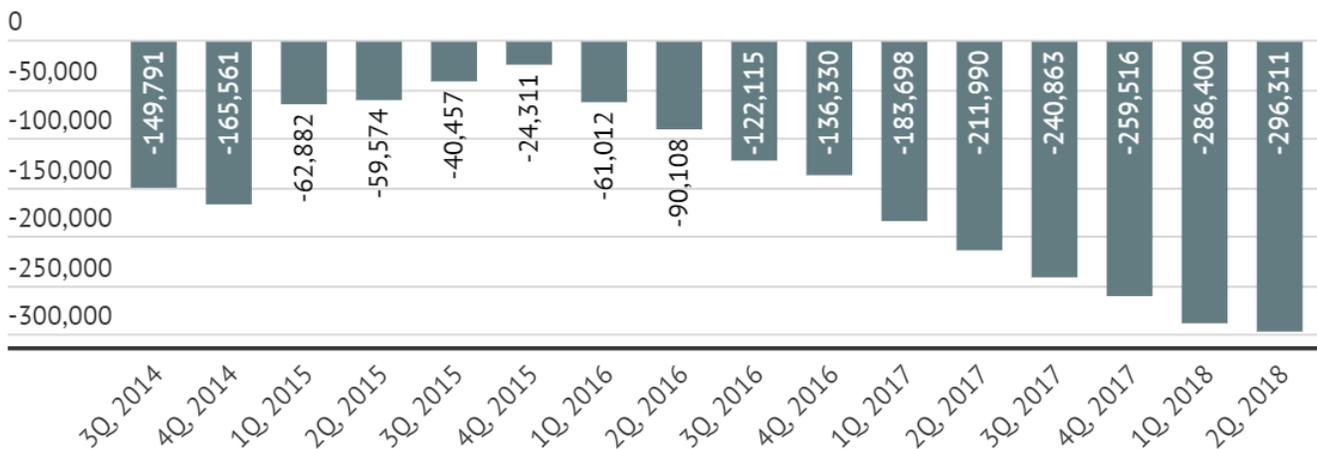
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Trucker shortfall by quarter



Source: Bloomberg via FTR Transportation Intelligence



With driver shortage looming, Colorado House passes bill to lower CDL age

FOUNTAIN, Colo. - The Colorado State House passed a bill Monday to lower the age requirement for interstate Commercial Drivers Licenses licenses from 21 to 18.

The bill, 19-018, passed the Senate without a single no-vote and passed the house 60-3 and one abstention.

It comes as the American Trucking Association predicts there will be a nationwide shortage of about 150,000 commercial truck drivers by 2024.

Currently, state law allows 18-year-olds to drive commercial vehicles with a CDL license on local routes within the state and in order to drive out-of-state routes and on interstates, drivers must be 21-years-old with their CDL.

“They want you on the road because then you’ve been through different weather conditions, different city environments. Like Colorado Springs versus Chicago is no contest,” said Mark Haefner, director of training for the United States Truck Driving school south of Fountain, Colo.

Haefner has his concerns about 18-year-olds driving big rigs across on longer routes, but thinks it would be a good idea to team a young driver up with a veteran as they continue to learn the job.

He doesn’t think there is much more companies can do to inspire more drivers into the industry as many have already offered more per-mile pay, benefits and sign-on bonuses.

Sen. Ray Scott, a Republican from Mesa County who sponsored the legislation said, “The industry is asking for a change like this because many times, young people have already begun their career by the time they are 21 and this will get a younger generation in the industry sooner.”

~ Fox21 News

Troopers force truckers to climb on top of trailers during snow removal enforcement blitz

New Hampshire State Police conducted a snow removal detail on a major interstate during which they required truckers to climb on top of their vehicles to shovel.

Following a weekend winter storm, troopers with the New Hampshire State Police conducted a vehicle snow removal detail on the morning of Monday, March 4, in Windham, according to [WMUR](#).

In photos and video captured during the enforcement detail and shared on social media, you can see multiple truck drivers standing on top of their trailers shoveling snow as troopers look on.

Troopers say that they were out to enforce “Jessica’s Law”, which legally requires commercial and passenger vehicle drivers to remove all snow and ice from their vehicles before they begin traveling. Jessica’s Law has been on the books



since 2002 and was named for Jessica Smith, who died after ice that fell off of a moving semi truck struck a box truck, causing the box truck to crash into her car. Fines for violating Jessica’s Law begin at \$250 for a first time offense but can go up to \$1000 for subsequent offenses.

Snow and ice removal has been a controversial topic in the trucking community for years. Most drivers will admit that failure to remove snow and ice could pose a safety risk, but they also point out that it is unsafe and sometimes not possible to get on top of the trailer to remove it. Some companies and locations offer “snow blades” to help safely remove snow from the top of the trailer, but these aren’t always available for many truck drivers.

~ CDL Life



Don't count truck platooning out just yet

When [Daimler Trucks](#) announced in January plans shelve its [truck platooning program](#), I think it took a lot of industry-types by surprise.

In reassessing its work on truck platooning – a practice the company has tested for several years and many thousand miles in the U.S – the German truck maker said test results have shown that fuel savings even in perfect platooning conditions are less than expected, adding those savings further diminish when the platoon disconnects and the trucks must accelerate to reconnect.

I've long felt like a successful platoon is hindered by two major problems that largely are out of its control: 1) It relies heavily on the cooperation of the motoring public, which is something truckers don't receive with regularity. Looping and swooping a semi is practically an Olympic trial on many highways. And 2) There's not enough incentive for the guy in front to be in front. That is, of course, assuming the trucks aren't operated by the same company.

I wasn't among those surprised by the news, but Peloton CEO Josh Switkes was.

Peloton, among the leaders and innovators in this space, has done a lot of work with platooning and Switkes says he disagrees with Daimler Truck & Bus boss Martin Daum, who said there currently was "no [business](#) case" for truck platooning in the U.S.

~ Continue to [CCJ](#) for full article

TMC Conference to Focus on Cybersecurity, Truck Diagnostics

As companies become more interconnected, executives need to have a broader understanding of their entire firm and the way divisions — once thought of as separate and distinct — interact with each other.

In June, a conference hosted by American Trucking Associations will combine several vital segments of trucking to provide a fresh look at this rapidly changing industry.

The Fleet Data Management & Cybersecurity Conference will provide a view of vehicle maintenance in the 21st century that addresses best practices in truck operations along with ways to block cyberthreats that can damage vehicles and company systems.

The event from ATA's Technology & Maintenance Council runs June 5-7 at the Marriott City Center in Raleigh, N.C., and the keynote speaker is ATA President Chris Spear. The TMC conference will be co-located with ATA's National Accounting & Finance Council annual conference, which offers expert insight on finance, taxation, technology, risk management and accounting.

In previous years, the TMC conference has seen participation by original equipment manufacturers, suppliers, software firms, and fleet maintenance and data management professionals.

~ Continue to [Transport Topics](#) for full article

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Safety Conference

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