



New Members

SleepSafe Drivers

Steven Garrish
11300 Strang Line Road
Shawnee Mission, KS 66214

*Welcome
New Members!*



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MISSOURI Memo

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President's Message



In about a week, Americans will head to the polls and cast their ballots to decide who will represent them in local, state and national offices. If past statistics hold true, just over half of the eligible citizens in the US and around 6 out of every 10 voters in Missouri will turnout. Kind of sad when you think about the sacrifices made by many to afford us the right to have a say in the governance and policy positions concerning our future. Please do not end up on the wrong side of those statistics!

As a service to our members, listed below are all the candidates supported by MoTruckPAC during this campaign cycle. Please take a moment to check and see if your legislator is on this list. Reach out and Thank Them for their support of the trucking industry, and VOTE for them! If you have questions or concerns about our contributions, please do not hesitate to contact us and let us know. We welcome your input and look forward to continuing to elect a pro-trucking and pro-business legislature in Missouri.

SENATE

NAME	DISTRICT #	PARTY	CITY
SIFTON, SCOTT	1	D	St. Louis, MO
ROMINE, GARY	3	R	Farmington, MO
NASHEED, JAMILAH	5	D	St. Louis, MO
SILVEY, RYAN	17	R	Gladstone, MO
ROWDEN, CALEB	19	R	Columbia, MO
WEBBER, STEPHEN	19	D	Columbia, MO
HOSKINS, DENNY	21	R	Warrensburg, MO
LIBLA, DOUG	25	R	Poplar Bluff, MO
WALLINGFORD, WAYNE	27	R	Cape Girardeau, MO
SATER, DAVID	29	R	Cassville, MO
CUNNINGHAM, MIKE	33	R	Rogersville, MO

HOUSE OF REPRESENTATIVES

NAME	DISTRICT #	PARTY	CITY
CIERPIOT, MIKE	30	R	Lees Summit, MO
KENDRICK, KIP	45	D	Columbia, MO
MUNTZEL, DAVE	48	R	Boonville, MO
FITZWATER, TRAVIS	49	R	Fulton, MO
JONES, CALEB	50	R	California, MO
KOLKMEYER, GLEN	53	R	Bates City, MO
CORNEJO, ROBERT	64	R	St Peters, MO
NICHOLS, MARY	72	D	Maryland Heights, MO
MCCREERY, TRACY	88	D	St Louis, MO
LAVENDER, DEB	90	D	Kirkwood, MO
BURNS, BOB	93	D	St Louis, MO
ENGLUND, VICKI LORENZ	94	D	St Louis, MO
HILL, JUSTIN	108	R	Lake St Louis, MO
MILLER, ROCKY	124	R	Osage Beach, MO
KELLEY, MIKE	127	R	Lamar, MO
CRAWFORD, SANDY	129	R	Buffalo, MO
ANDERSON, SONYA	131	R	Willard, MO
HAAHR, ELIJAH	134	R	Springfield, MO
SWAN, KATHY	147	R	Cape Girardeau, MO
REHDER, HOLLY	148	R	Sikeston, MO
RICHARDSON, TODD	152	R	Poplar Bluff, MO



Court Requests OSHA to Delay Enforcement of Employee Rights Provisions

On Oct. 19, OSHA [announced](#) that it has agreed to further delay enforcement of the employee rights provisions in its new injury and illness tracking rule, until December 1, 2016. The U.S. District Court for the Northern District of Texas requested the delay to allow additional time to consider a motion challenging the new provisions. Enforcement of the new employee rights provisions were originally scheduled to begin on August 10, 2016, but were previously delayed until Nov. 1. The delayed section (§1904.35) requires that employers: (1) inform each employee of the process by which he or she is to report a work-related injury and illness; (2) provide access to their injury and illness records for employees and their representatives; and (3) not discharge or in any manner discriminate against any employee for reporting a work-related injury or illness. For more information on OSHA's Injury and Illness Rule, here is ATA's [summary](#) and [FAQ's](#). ▲

~ ATA Dispatch ~

FMCSA Issues Final Rule to Help Military Personnel Transition to Truck Driving

Today, the Federal Motor Carrier Safety Administration [issued a final rule](#) aimed at facilitating the transition of military personnel to careers as truck drivers.

The rule does so in two ways. First, it extends the period of time a military veteran can opt out of the Commercial Driver's License skills test from 90 days to one year. Second, it allows states to accept Commercial Learner's Permit applications and knowledge test results from active duty military personnel who are stationed within those states but officially domiciled in another. In this case, the state of domicile may then issue the CLP but are not required to.

In its comments to the proposal, ATA had requested FMCSA extend the scope of the rule to include drivers who are enrolled in training programs outside of their state of domicile. FMCSA denied this request. ▲

~ ATA Dispatch ~

IRS Raises Per Diem to \$63

In its Notice 2016-58, issued September 27, 2016, the federal Internal Revenue Service raised the maximum per diem allowable under qualified plans for drivers and other transportation workers for meals and incidental expenses while they travel away from home overnight on business. The rate had been \$59 for several years. IRS made no other changes in its rules on per diems. The new rate is effective for travel after October 1 this year. ▲

~ State Laws Newsletter ~

FMCSA Proposes New CSA Methodology Changes

[FMCSA has proposed changes to CSA's Safety Measurement System](#) used to measure carrier safety performance. Specifically, FMCSA proposes altering the data sufficiency standard for the Crash Indicator BASIC by increasing the minimum number of crashes required for a carrier to be assigned a percentile score from two to three. The Agency also proposes assigning Hours-of-Service Compliance, Vehicle Maintenance, Hazardous Materials Compliance, and Driver Fitness BASIC percentile scores only to carriers that have had an inspection violation within the past year rather than in the past two years. FMCSA also reaffirmed its previously announced proposed SMS changes, including adjustments to alert thresholds; reclassifying violations for jumping an Out of Service order to the Unsafe Driving BASIC; increasing the maximum vehicle miles traveled used in the utilization factor calculation; and segmenting the Hazardous Materials BASIC by Cargo Tank and non-Cargo Tank carriers. Changes to the SMS methodology will not be implemented until after the National Academies of Sciences completes the study required in the Fixing American's Surface Transportation Act and FMCSA satisfies its implementation plan requirements. The Agency will be conducting several online Q&A sessions on the proposed changes throughout the month of October. Those interested can register to attend by clicking [here](#). Public comments on FMCSA's proposed enhancements must be submitted by December 3. Motor carriers can preview the impact these changes [here](#). ▲

~ ATA Dispatch ~

Motor Carriers and Commercial Drivers Encouraged to Participate in ATRI-Mayo Clinic Surveys on NRCME

The joint survey by American Transportation Research Institute and Mayo Clinic is designed to solicit motor carrier and commercial driver input on the impact that the National Registry of Certified Medical Examiners has had on the driver medical exam process. The NRCME, deployed in 2014, requires medical examiners performing DOT physicals to take an approved course, pass an exam and be listed in the registry before issuing medical certificates.

The research collaboration between ATRI and Mayo Clinic will quantify how effective the NRCME is in improving the DOT physical exam process, and ensuring that medical examiners understand FMCSA regulations and guidance for issuing medical certificates.

Motor carriers and commercial drivers are strongly encouraged to complete the confidential surveys available online at www.atri-online.org. ▲

~ ATA State Law Newsletter ~



ATRI Seeks Truck driver Input on North Carolina Parking Issues

On October 19, the American Transportation Research Institute released a survey targeted to truck drivers that will identify and analyze truck parking issues in North Carolina. The brief online survey seeks information from drivers on where, why, and when they park at locations throughout North Carolina. It also seeks input on how truck parking can be improved at both private truck stops and public rest areas. All responses will be kept confidential.

Commercial drivers who operate in the southeastern U.S. are encouraged to provide their truck parking insights and information by **Friday, November 18, 2016**. The survey is available online at www.atri-online.org. ▲

~ATA Dispatch~

ATRI Releases Findings on Fleet Fuel Economy and Fuel Usage

On October 17, the American Transportation Research Institute, in conjunction with the University of Michigan Transportation Research Institute and research sponsor ExxonMobil, released results of their investigation of fleet fuel economy and fuel usage. Nearly 100 fleet managers provided their views on current and future trends in fuel-saving technologies as well as the advantages and disadvantages of alternative fuels. These fleets operate just over 114,500 heavy-duty truck-tractors and approximately 350,000 trailers.

“This report shows which technologies fleets are using and which ones they are more skeptical about,” said Steve Niswander, Vice President, Safety Policy & Regulatory Relations with Groendyke Transport, Inc. and Chairman of ATRI’s Research Advisory Committee. “It also serves to highlight the difficulties fleets face when deciding which technologies are the best investments.”

The Technical Report, titled A Survey of Fuel Economy and Fuel Usage by Heavy-Duty Truck Fleets, and Executive Summary, are available at www.atri-online.org. ▲

~ ATA Dispatch ~

ATA Releases Freight Transportation Forecast to 2027

October 12, American Trucking Associations released the latest look at the future of freight transportation with Freight Transportation Forecast to 2027.

According to the report, available for purchase at www.atabusinesssolutions.com, total freight tonnage will grow 35% between 2016 and 2027, while the amount of freight moved by trucks will grow slightly less than 27%.

“As we continue to see growth in the overall economy, particularly due to manufacturing, consumer spending and international trade, we will also see increases in the amount of freight moved in America’s trucks,” ATA Chief Economist Bob Costello said in a press release.

For more information, or to order Freight Forecast [click here](#) or call 866-821-3468. ▲

~ATA Dispatch~

Share the Road Encourages Highway Safety in New Video

Debuting in front of a full crowd of trucking executives at MCE, Share the Road’s latest program video, [Spreading Highway Safety through Share the Road](#), helps spread the program’s positive messages about trucking safety. The video exposes viewers to the reasons why Share the Road professional truck drivers feel so passionate about teaching safety lessons to students, then shows testimonials from young drivers who’ve benefited from the program. In 2016, the Share the Road program toured all parts of the country demonstrating truck safety to school groups, members of the media and public officials. Mack Trucks sponsors ATA’s Share the Road program and announced their sponsorship renewal for 2017 on stage at MCE. To see all of Share the Road’s highway safety videos, including [Spreading Safety through Share the Road](#), visit the program’s [official YouTube page](#). ▲

~ ATA Dispatch ~



[Click here for all your trucking supplies!](#)

IRP Issues Audit Guide

IRP, Inc., the repository for the International Registration Plan, has published the IRP Audit Reference and Best Practices Guide. The Guide is written primarily for state and provincial auditors who deal with IRP, but motor carriers, leasing companies, and service bureaus should also find it of interest, since it includes recommendations for auditors on how to go about their jobs. It always helps to know what to expect, especially since IRP has recently updated and clarified its record-keeping and auditing rules. We had a chance to review the Guide before it came out, and it's clearly and fairly written and should be a help to government and industry alike. You can find the Guide here: <http://www.irponline.org/?page=auditguide>. ▲

~ State Law Newsletter ~

State Economies Ranked

Governing magazine has come out with a ranking of the economies of the 50 states as they are today, on such factors as a state's unemployment rate, the change in that rate over the last year, the state's gross domestic product and the changes in that figure, and so forth. The results are interesting, and seem – to us, at least – to indicate how strongly cycles in regional economies, especially how a region is recovering from the Great Recession, affect states within those regions. The top five state economies currently were found to be Massachusetts, Oregon, Delaware, Colorado, and California, and the bottom five West Virginia, Alaska, Wyoming, New Mexico, and Louisiana. The troubles of energy-related industries seem to account for the bottom five here. Governing did a similar study three years ago, but finds that only a few states have remained in either the top or the bottom quintile. Oregon and Utah were in the top ten in both 2013 and 2016 and New Mexico, Louisiana, and Connecticut in the bottom ten. The study is on-line here: <http://www.governing.com/topics/politics/gov-state-economic-rankings-governor-ratings.html>. ▲

~ State Laws Newsletter ~

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Attractive? Simple? Nope, Not Here

As if more evidence were needed that tax reform is overdue in the United States, here are two studies that compare our federal tax system to those in effect in other countries around the world. The first is the Tax Attractiveness Index, first put together by academics in Germany more than a decade ago. The Index ranks 100 countries for how appealing their tax systems may be to corporations looking for a new home. Aside from a number of recognized tax havens, many European countries (though not Germany) rank quite high in the list, such as the Netherlands (#11) and Great Britain (#15). The U.S. comes in on this list at 95, just behind Egypt and China. A major reason may be the tax treatment of employees by our federal tax system. (Canada is #74 on the Index.) The second study is one put out by pwc (Pricewaterhouse Coopers LLP), and ranks countries both by how high their tax rates are, and by how easy or difficult their tax systems are to comply with. Here, the U.S. does better, if not well, at 53 out of 189. (Canada is number 9.) The U.S. tax rate, when employment taxes are included, is not as high as many countries', and the time a taxpayer must spend to comply is fairly low (175 hours in the U.S. compares well with 2,600 hours in Brazil, the worst nation in this respect). Still, a lot of countries are more competitive than the U.S. Among other things, neither of these studies appears to take state and local taxes into consideration, which would bring the U.S. down even more. The Tax Attractiveness Index may be seen here: https://en.wikipedia.org/wiki/Tax_Attractiveness_Index, and the pwc study here: <http://www.pwc.com/gx/en/services/tax/paying-taxes-2016.html>. ▲

~State Law Newsletter~

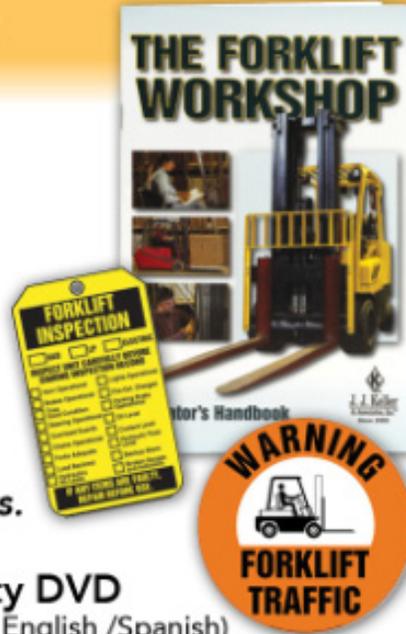
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AL Gasoline Tax Rises

By legislation enacted in 2015 and effective October 1, 2016, Alabama has transferred its existing gasoline inspection fee of 2 cents per gallon to the regular gasoline tax, raising that levy from 16 to 18 cents a gallon. The total of tax at the pump for gasoline will not change, but the statutory amendment means that the additional 2 cents a gallon will now be handled through the International Fuel Tax Agreement; that is, carriers that buy fuel in Alabama will be credited under IFTA with the full 18 cents they pay, and carriers using gasoline in Alabama that they purchased elsewhere will now be charged by Alabama for 18 cents through IFTA rather than 16 cents. The Alabama diesel fuel tax rate of 19 cents a gallon is unaffected by this change. ▲

~State Law Newsletter~

Study Ranks Performance of State Highway Systems

A [new study by the Reason Foundation](#) ranked the performance of state-owned highway systems based on infrastructure condition, safety and the cost-effectiveness of system investment. The annual study also tracks states' performance over time. The top performing states overall were South Carolina, South Dakota, Kansas, Nebraska and Maine, while Alaska, New Jersey, Hawaii, Rhode Island and Massachusetts were at the bottom of the list. Among other findings, the report found that half of the nation's rural Interstates with poor pavement conditions are in just five states - Alaska, California, Colorado, Washington and Indiana. ▲

~State Law Newsletter~

CO Issues Guidance on Tax Credits for Trucks

The Colorado Department of Revenue has issued detailed information on the state's innovative truck credit for income taxpayers, both corporate and personal. It must be noted to begin with that only trucks titled and registered in Colorado, including those base-plated in Colorado under the International Registration Plan, qualify for this credit. Given this restriction, however, a variety of technologies on both leased and owned trucks are eligible, with the credit being calculated at a proportion of the cost of purchase, lease, or conversion of the vehicle. For instance, the credit for a new natural-gas truck is 18 percent of the truck's purchase price. The information contained in this release is applicable for income tax years beginning in calendar 2014, 2015, and 2016. The credit itself continues for some years more, under varying requirements. See Colorado DOR Publication FYI Income 68, issued September 1, 2016, and available on-line here: <https://www.colorado.gov/pacific/sites/default/files/Income68.pdf>. ▲

~State Law Newsletter~

Minnesota Judge Upholds State's Biodiesel Mandate

An effort to block a Minnesota state mandate that requires all diesel fuel sold at the pump to be at least 10% biodiesel has been blocked by a district court judge. In 2015, the Minnesota Trucking Association and other groups within the state filed a lawsuit claiming the mandate conflicted with both the federal Clean Air Act and Renewable Fuel Standard laws. The suit sought an injunction to block the state's 10% biodiesel mandate which took effect last summer and a future increase to 20% biodiesel blends beginning in 2018. The lawsuit argued that such mandates would result in higher maintenance costs and engine problems, as well as safety hazards since older vehicles were not designed to run on 10-20% biodiesel blends. The suit also argued that the state was forcing fleets to purchase what is usually a more expensive fuel while denying access to fuels that were recommended for use in many vehicles. The judge, however, ruled that the Clean Air Act did not pre-empt Minnesota's mandate and added that if the state mandate actually violated the Clean Air Act that the EPA would have filed its own injunction. The Minnesota Trucking Association's President, John Hausladen, said the group was disappointed in the judgment and would consider what steps it should take next with the other plaintiffs in the case. ▲

~ ATA Dispatch ~

Service Fee Changes on IN UCR Site

Registration opened for the 2017 Unified Carrier Registration Agreement fee year on October 1, 2016. Most carriers and other entities subject to UCR fees register and pay those fees through the national UCR website operated by the Indiana Department of Revenue. (See www.ucr.in.gov.) Indiana has always charged a \$3 fee per registration, which the state has used to fund its operation of the site, but this has now been eliminated, since the UCR Board now reimburses Indiana its costs. On the other hand, the registration system will charge a new fee of 2.63 percent on registrations paid by business (as opposed to personal) credit cards. The existing system fees for the use of debit cards (generally a flat \$3.75), for personal credit cards (1.99 percent), and for e-checks (\$1) all remain the same. (Indiana does not retain any of these fees; they go to the users' service providers.) And as we noted here earlier, the 2017 UCR fees themselves are unchanged from prior years. ▲

~State Law Newsletter~

This Could Be Your Advertisement

Advertise to the Membership of the Missouri Trucking Association

The Missouri Memo is the monthly Association newsletter read extensively by all members of MoTA. Only one advertising slot per issue is available. The first allied member to respond will be awarded the next month slot or month of choice, the second to respond will receive the next choice month slot, and so on until all 12 months are used.

Ad format is a flat 8 1/2 x 11 sheet and the cost is \$750.00. The Missouri Memo is e-mailed to the majority of our 600 member companies (1300 emails), so ideally we would like a copy of the ad in a PDF format.

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