

MISSOURI Memo



MISSOURI MOTOR CARRIERS ASSOCIATION

September 2009 • NO. 6

New Members

Artur Express, Inc.
10352 Lake Bluff Drive
Saint Louis, MO 63123
Artur Wagrodzki
(314) 714-3400

Durham Company
PO Box 908
Lebanon, MO 65536
Pam Smith
(417) 533-3734

Javelin, Inc.
265 Union Blvd.
Saint Louis, MO 63108
Mark Russell
(314) 361-1450

Randy Mickelberry Trucking
1201 Butler Drive
Harrisonville, MO 64701
Randy Mickelberry
(816) 738-3166

Rex Smith Transportation
2321 North West Bypass
Springfield, MO 65803
Gary Smith
(417) 866-1960

A C S Expedited Solutions
5210 Maryland Way
Brentwood, TN 37027
Kelley Walkup
(800) 298-7202

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President's Message

A big THANK YOU to all who attended the recent American Heartland Trucking Conference in Branson! We heard many great comments on the new Branson Landing location and our friends from Kansas Motor Carriers Association enjoyed their first ever convention outside the state of Kansas. Please read the other Convention articles in this edition of the MO Memo and be sure to thank our wonderful supporters from the Allied Members. Thank you to all for your support & attendance!

Amid all of the hoopla and fanfare surrounding the Annual Convention, during the MMCA Annual Membership meeting a motion was made to consider changing the name of Missouri Motor Carriers Association to the Missouri Trucking Association. In accordance with our bylaws and the motion, a special membership meeting will be called concurrently with the next Board of Directors meeting. The next MMCA Board meeting will be held November 11, 2009. Look for more information on the location and time by email in the near future. We will have the ability to teleconference members in for discussion for the portion of the meeting regarding the name change.

If you will allow me to politic a little in my column, I am excited about the opportunities afforded by a name change returning MMCA to the Missouri Trucking Association. In March 1937, the Missouri Trucking Association was formed. The name was changed to Missouri Bus & Truck Association in May 1947 in recognition of our many bus company members and the recognition of the political clout of an industry with a bus terminal in every county. In December 1985, the current Missouri Motor Carriers Association name was adopted as the more inclusive name and a name similar to that of many other state associations.

So why the need to change our name back to the Missouri Trucking Association? If something so complex could be boiled into one word – that word would be "PRIDE." Pride in who we are and pride in what we do. We represent an industry that is the backbone of America and the backbone of the world's economy. We have no reason to apologize for our hard work or for any successes we have from it. We are not perfect, and we will always have our detractors, but the time has come for us to remove the confusion from our name and simply tell people who we are and what we do. We're truckers and we bring you everything you need.



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MISSOURI MOTOR CARRIERS ASSOCIATION HOLDS ANNUAL MEETING THE AMERICAN HEARTLAND TRUCKING CONFERENCE

The memberships of the Missouri Motor Carriers Association and the Kansas Motor Carriers Association held their annual board meetings and joint conventions September 16, 17 & 18 in Branson, MO. The following slate of officers was elected to lead the Missouri Motor Carriers Association during the 2009- 2010 year.

- Chairman: Brent Witte, Witte Bros Exchange, Inc., Troy, MO
- 1st Vice Chairman: Kimberly Johnson, UPS Freight, Kansas City, MO
- 2nd Vice Chairman: Tom Kolb, Midland Transports, Jefferson City, MO
- 3rd Vice Chairman: Brett Sheets, Steelman Transportation, Inc., Springfield, MO
- ATA Vice President: Danny Opie, Opies Transport, Inc., Eldon, MO
- Alternate ATA Vice President: Jim O'Neal, O & S Trucking, Inc., Springfield, MO
- Treasurer: Larry Kallmeyer, Kallmeyer Bros. Enterprises, Inc., Hermann, MO (2009-2011)

During this three-day annual meeting, which marked the trade group's 72nd year as the voice of the trucking industry in Missouri, more than 300 motor carrier and allied industry members and guests, attended business sessions and heard from local and national speakers.

At the Candlelight Banquet Thursday evening, David "Deano" Sexton, D & D Sexton, Inc., Carthage, MO was awarded the prestigious "Frank G. Campbell Outstanding Service Award", and Allen Lane, Central States Thermo King, Inc., St. Louis, MO was awarded the "G. Findley Reed Award", the allied industry's highest service award.

The Ursel G. Lewellen Scholarship recipient was announced, Bradley Dixon, a graduate of William Jewel College in his final year of law school at University of Missouri. This scholarship was established by the Association at the University of Missouri Law School, Columbia, in honor of its first Executive Manager, Ursel G. Lewellen.

The Missouri Motor Carriers Association's Logistics Scholarship at Missouri State University was awarded to Derek Lawyer, Springfield, MO, a Senior majoring in logistics and supply chain management.

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MISSOURI DRIVERS WIN AT NATIONAL TRUCK DRIVING CHAMPIONSHIPS



The American Trucking Association held the National Truck Driving Championships in the Super Bowl city of Pittsburgh, PA on August 19-22, 2009. A total of 415 state champions assembled for the opportunity to become the Super Bowl Champion in their respective class of competition. The three day event included a written exam on industry facts, safety and hazardous materials regulations, first aid and firefighting, a pre-trip inspection under the watchful eye of industry experts and government enforcement personnel, and a test of their driving ability on a skills test course that included six problems that the drivers encounter every day.

The drivers completed these phases to test their knowledge and professionalism. The testing did not stop there. The three top finishers in each class were tested again on a completely different skills test course with new problems. From that exam the scores were added together to determine who would be named the "best of the best" or Super Bowl winner for that class of competition.

Jon Hume of Hillsboro, Missouri, a driver for FedEx Freight, competed against 44 other state champions in the Tank Class of competition. Jon received his trophy during the awards ceremony on Saturday for finishing in second place.

Joe Mangiaracino of Sullivan, Missouri, a driver for FedEx Freight and the 2009 Missouri Grand Champion, competed against 48 other state champions in the Three Axle Class. Following the runoffs on August 22, 2009 Joe took home the Third Place Award.

Other members of the Missouri State Championships Team included Greg W. Kaufmann, of FedEx Express (Straight Truck Class) finished 27th; Albi Hockett, of Con-Way Freight (Four Axle) finished 14th; Wyatt Hooper, of Con-Way Freight (Five Axle Class) finished 32nd; William Pritchett of Conway Truckload (Sleeper Berth Class) finished 8th; Ronnie Martin, of Prime, Inc. (Flatbed Class) finished 46th; Wayne Darnell of Con-Way Freight (Twin Trailer Class) finished 39th; and Rick Surrisi, of FedEx Freight in the inaugural Step Van Class finished 13th.

Congratulations to all the Missouri State Champions for finishing in the top third among state championship teams at Nationals!



Federal Motor Carrier Safety Administration Significant Rulemaking Docket – August 2009

Below is a list of anticipated FMCSA rules and expected timelines. Please be aware that these Agency developed timelines can, and often do, slip. In some rare cases, the Agency publishes a rule earlier than what its projected timeline suggests, which is likely to be the case on the New Entrant proposed rule.

New Entrant Safety Assurance Process – Advanced Notice of Proposed Rulemaking – Expected Publication Date: 11/15/09

This rulemaking would consider methods for ensuring a new applicant carrier is knowledgeable about the applicable safety requirements before being granted New Entrant authority. The agency is considering whether to implement a proficiency examination as part of its revised New Entrant Safety Assurance Process as well as other alternatives.

Electronic On-Board Recorders for Hours-of-Service Compliance – Final Rule – Expected Publication Date: 11/16/09

This rulemaking would amend the Federal Motor Carrier Safety Regulations to incorporate new performance standards for electronic on-board recorders (EOBRs) to document compliance with the Federal hours-of-service rules. This would help ensure that performance standards for EOBRs are appropriate and reflect state-of-the-art communication and information management technologies. The rulemaking would consider the potential benefits and costs of requiring motor carriers to install and use EOBRs and evaluate alternative approaches including: 1) Mandating such practice industry-wide, 2) limiting the requirement to motor carriers with certain characteristics, and 3) allowing EOBR use to remain voluntary.

Unified Registration System – Supplemental Notice of Proposed Rulemaking – Expected Publication Date: 12/31/09

This rulemaking would replace three current identification and registration systems: the US DOT number identification system, the commercial registration system, and the financial responsibility system, with an online Federal unified registration system. This program would serve as a clearinghouse and depository of information on, and identification of, brokers, freight forwarders, and others required to register with the Department of Transportation. The Agency is revising this rulemaking to address amendments directed by SAFETEA-LU. The replacement system for the Single State Registration System, which the ICC Termination Act originally directed be merged under URS, will be addressed separately.

Carrier Safety Fitness Determination – Notice of Proposed Rulemaking – Expected Publication Date: 1/4/10

This rulemaking would revise 49 CFR Part 385, Safety Fitness Procedures, in accordance with the Agency's major new initiative, Comprehensive Safety Analysis (CSA) 2010. CSA 2010 is a new operational model FMCSA plans to implement that is designed to help the Agency carry out its compliance and enforcement programs more efficiently and effectively. Currently, the safety fitness rating of a motor carrier is determined based on the results of a very labor intensive compliance review conducted at the carrier's place of business. Aside from roadside inspections and new audits, the compliance review is the Agency's primary intervention. Under CSA 2010, FMCSA will implement a broader array of progressive interventions some of which allow FMCSA to make contact with more carriers. Through this rulemaking FMCSA would establish safety fitness determinations based on safety data

consisting of crashes, inspections, and violation history rather than the standard compliance review. This will enable the Agency to assess the safety performance of a greater segment of the motor carrier industry with the goal of further reducing large truck and bus crashes and fatalities. In 1999, the National Transportation Safety Board (NTSB) recommended that FMCSA base its safety fitness determinations on carrier performance data derived from inspections and not solely the compliance review. NTSB recently classified this recommendation as Open-Unacceptable.

Commercial Driver's License Testing and Commercial Learner's Permit Standards – Final Rule – Expected Publication Date: 2/19/10

This rulemaking would establish revisions to the commercial driver's license knowledge and skills testing standards as required by section 4019 of TEA-21, implement fraud detection and prevention initiatives at the State driver licensing agencies as required by the SAFE Port Act of 2006, and establish new minimum Federal standards for States to issue commercial learner's permits (CLPs), based in part on the requirements of section 4122 of SAFETEA-LU. In addition, to ensuring the applicant has the appropriate knowledge and skills to operate a commercial motor vehicle, this rule would establish the minimum information that must be on the CLP document and the electronic driver's record. The rule would also establish maximum issuance and renewal periods, establish a minimum age limit, address issues related to a driver's State of Domicile, and incorporate previous regulatory guidance into the Federal regulations. This rule would also address issues raised in the SAFE Port Act.

Minimum Training Requirements for Entry Level Commercial Motor Vehicle Operations – Final Rule – Expected Publication Date: 2/26/09

This rulemaking would require behind-the-wheel training for persons who must hold a commercial driver's license to operate commercial motor vehicles. This action is in response to the U.S. Court of Appeals for the District of Columbia Circuit's December 2005 decision remanding the May 21, 2004, Final Rule, "Minimum Training Requirements for Entry-Level Commercial Motor Vehicle Operators" to the Agency for further consideration. The rulemaking will consider the effectiveness of CMV driver training in reducing crashes, the appropriate types and levels of behind-the-wheel training that should be mandated and related costs.

National Registry of Certified Medical Examiners – Final Rule – Expected Publication Date: 5/5/10

This rulemaking would establish training, testing and certification standards for medical examiners responsible for certifying that interstate commercial motor vehicle drivers meet established physical qualifications standards; provide a database (or National Registry) of medical examiners that meet the prescribed standards for use by motor carriers, drivers, and Federal and State enforcement personnel in determining whether a medical examiner is qualified to conduct examinations of interstate truck and bus drivers; and require medical examiners to transmit electronically to FMCSA the name of the driver and a numerical identifier for each driver that is examined. The rulemaking would also establish the process by which medical examiners that fail to meet or maintain the minimum standards would be removed from the National Registry. This action is in response to section 4116 of SAFETEA-LU.



FMCSA Significant Rulemaking Docket – August 2009 (continued from page 3)

CMV Driver Positive Controlled Substances and Alcohol Test Results Database – Notice of Proposed Rulemaking – Expected Publication Date: 6/18/10

This rulemaking would create a central database for verified positive controlled substances and alcohol test results and refusals to submit to testing. This rulemaking would require employers and service agents to report positive test results and refusals to test into the database. Prospective employers, acting on an application for a driver position with the applicant's written consent to access the database, would query the database to determine if any specific information about the specific driver applicant is in the database before allowing the applicant to be hired and to drive CMVs. This rulemaking is intended to increase highway safety by ensuring CMV drivers, who have tested positive or have refused to submit to testing, have completed the U.S. DOT's return-to-duty process before driving CMVs. ▲

FMCSA Issues Guidance on Principle Place of Business Definition

The Federal Motor Carrier Safety Administration (FMCSA) published a notice of regulatory guidance on the definition of "principle place of business" in the July 29 Federal Register. The guidance will be used by the industry and enforcement officials to determine which location a motor carrier may designate as its principle place of business. It advises that the terminal/office designated as the principle place of business must be an actual place of business used by the carrier. The designee must also contain the offices of the carrier's senior-most management. When making the designation, carriers must consider the importance of activities carried out and the amount of time spent by management at each location. ▲

Input Requested to Document Cell Phone Use in the Trucking Industry

Cell phone use by commercial drivers is the subject of a survey released by the American Transportation Research Institute (ATRI). Motor carriers and commercial drivers are encouraged to provide insight on how wireless communication devices are used in the trucking industry, including policies and procedures regarding cell phone use and the associated operational impacts.

"With the recent focus on driver distraction, this survey is a critical step in quantifying when and how cell phones, smart phones and other communication tools are used by commercial drivers," said Rebecca Brewster, ATRI's President & COO. "The survey findings will be included in an overall assessment of cell phone use in the trucking industry."

ATRI has also launched the 2009 Top Industry Issues Survey. The annual survey, commissioned by ATA, asks trucking industry stakeholders to rank the top issues of concern for the industry along with appropriate strategies for addressing each issue. The results of the 2009 survey will be released at the ATA Annual Management Conference and Exhibition, to be held Oct. 4 through 7 in Las Vegas. Both surveys are available online at www.atri-online.org. ▲

ATRI Updates Idling Regulations Compendium

The American Transportation Research Institute (ATRI) has updated the listing of state and local idling regulations found on its Web site, www.atri-online.org. The updated listing is provided in two forms, a cab card which can be carried in the glove box of a truck and the online compendium which provides links to individual regulations.

The specific updates are:

- ✓ Reducing the idling limit in the City of St. Louis, Missouri from ten minutes to five minutes and adding several operational exemptions.
- ✓ Establishing a five-minute idling limit in the Missouri counties of Clay, Franklin, Jackson, Jefferson, Platte, St. Charles and St. Louis.
- ✓ Adopting the state's five-minute idling limit from April through October in several areas of Texas, including the cities of Arlington, Benbrook, Celina, Colleyville, Dallas, Euless, Georgetown, Hurst Hutto, Keene, Lake Worth, Lancaster, Little Elm, Luling, Mabank, McKinney, Mesquite, North Richland Hills, Pecan Hill, University Park, Westlake and the counties of Collin, Kaufman and Tarrant.
- ✓ Enacting a one-minute idling limit adjacent to public schools in New York City.

In addition to these updates, the listing provides information on new idling regulations which are, or will soon be, in effect in Florida, Maine, Pennsylvania and South Carolina.

ATRI continues to monitor the development of idling regulations and maintains the compendium and cab card as a fare service to help trucking companies and truck drivers comply with the increasing number of state and local idling regulations. ▲

PHMSA Authorizes Use of International Rules to Differentiate Lithium-Metal, Ion Batteries

On August 25, the Pipeline and Hazardous Materials Safety Administration authorized the use of international regulations for describing lithium-metal and lithium-ion batteries in domestic transportation. The U.S. hazmat regulations (HMR) currently do not distinguish between lithium metal (primary; non-rechargeable) and lithium ion (secondary; rechargeable) batteries, even though the two have different chemistries and respond differently to fire. While the HMR permit the use of the International Civil Aviation Organization (ICAO) Technical Instructions as well as the International Maritime Dangerous Goods Code (IMDG Code) for domestic transportation when a portion of the transportation is by aircraft or vessel, subsequent domestic transportation of packages containing lithium batteries remains difficult. To facilitate commerce, PHMSA has authorized shippers to use the international lithium battery shipping descriptions for the domestic transportation of lithium batteries even though the shipping descriptions have not yet been adopted into the HMR. ▲



First U.S.- Built Electric Truck Enters Production

The City of Santa Monica, California, has purchased the first ZeroTruck all –electric zero emission medium-duty truck. The Class 4 vehicle will be equipped with a Scelzi utility body for use in the City of Santa Monica. The ZeroTruck is an all-electric zero emission medium-duty truck based on the Isuzu N series chassis and is the only U.S.-built electric truck offered for sale in the United States in 2009.

The ZeroTruck offers a low cab-forward design, a fully automated transmission, an onboard battery charger, regenerative braking, and power by a UQM PowerPhase 100 advanced electric motor. The Electrorides electric drive integration system (EDIS) converts Class (3-5) trucks to run on electric power with a highway speed of 55 mph, and up to 100 miles per battery charge using lithium polymer battery technology. ▲

NHTSA Issues Final Rule on Malfunction Indicator Lamps for ABS

The National Highway Traffic Safety Administration (NHTSA) has issued a final rule, effective August 31, that makes permanent an existing requirement that trailers with antilock brake systems (ABS) be equipped with an external malfunction indicator lamp. The indicator lamp requirement, included in the federal motor vehicle safety standard that governs air-braked vehicles, was originally scheduled to sunset on March 1, but had previously been extended to September 1. The agency had established a sunset date for this requirement in light of the increasing numbers of post-2001 tractors which have an in-cab trailer ABS malfunction lamp, making the external trailer lamp redundant.

NHTSA said it is making the requirement permanent in light of additional safety purposes served by the external lamp, including: it not only warns the driver of a malfunctioning trailer ABS, but, unlike the in-cab lamps, indicates which trailer in double and trailer applications has a malfunction, and it assists federal and state roadside inspectors and maintenance personnel in identifying a malfunctioning trailer ABS. This rulemaking was conducted in response to petitions from the Commercial Vehicle Safety Alliance. NHTSA is accepting petitions for reconsideration until October 9. ▲

ATRI Releases Findings From Mobile Idle Reduction Technologies Demonstrations

The American Transportation Research Institute (ATRI) today released the results of a demonstration project involving four mobile idle reduction solutions. The research was sponsored by the U.S. Environmental Protection Agency to collect and quantify actual operational data for trucks using selected idle reduction technologies. Idle reduction technologies tested by the participating fleets included auxiliary power units, battery powered air conditioning systems and thermal storage air conditioning systems.

With the deployment of the selected idle reduction technologies, main engine idling comprised from 5 to 22 percent of total engine operating time, representing a reduction in idling of 42 to 78 percent from baseline conditions. Reductions in the emissions of oxides of nitrogen, particulate matter and carbon dioxide were also identified. Payback periods were generally longer than anticipated.

In addition to operational data, carriers also provided recommendations for integrating commercially-available idle reduction solutions into the truck manufacturing process. Several features were identified as potential areas of improvement, including cab insulation, air flow, connection and components, engine coordination and system management.

A summary of the findings is available on ATRI's website at www.atri-online.org. A copy of the full report can also be ordered from ATRI through its website. ▲

FMCSA Issues Proposal for 2010 UCRA Fees

On September 3, 2009, the Federal Motor Carrier Safety Administration published in the *Federal Register* a notice of proposed rulemaking to set the fees under the Unified Carrier Registration Agreement for calendar year 2010. Since Congress enacted legislation last year that removed trailing equipment from the calculation of the fees, the UCRA fee system must be changed in order for the states to collect anything under the program. ATA and other industry groups were prepared to accept an adjustment to the fees that accommodated this change in the system, which states and industry both supported. However, in February this year, the UCRA Board, over industry opposition, voted to recommend to FMCSA a much larger increase in the fees. The FMCSA proposal would actually increase the fees even more, more than 120% on a per-vehicle basis, from what they have been. The smallest carriers would pay \$87 instead of \$39, and the largest would pay \$83,412 instead of \$37,500. What's more, the rulemaking allows only 15 days for public comment. ATA will request an extension of time for the industry to comment, and will submit strong comments opposing a tax increase in a year when the industry faces such severe economic pressures. ▲

~ The State Laws Newsletter ~

Member Cancellations September 2009

Name of Company	Class	Dues
R T S Credit Service	Allied	\$350.00
Scheppers Distributing Co.	Private	\$300.00
Jenkins Sterling - Western Star	Allied	\$250.00

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



FMCSA Issues New Guidance on Mobile Crane Operation in Interstate Commerce

On August 27, the Federal Motor Carrier Safety Administration (FMCSA) issued revised regulatory guidance in the *Federal Register* on operating mobile cranes in interstate commerce, noting that all prior interpretations and regulatory guidance concerning this issue “may no longer be relied upon as authoritative if they are inconsistent with the guidance published today.” The new guidance replaced a version last published in the *Federal Register* on April 4, 1997, in response to question 9: “Are mobile cranes operating in interstate commerce subject to the Federal Motor Carrier Safety Regulations?” The previous guidance: “Yes, the definition of CMV encompasses mobile cranes.”

However, on June 1, 2006, the Kansas Corporation Commission ruled “no statute or regulation was provided to explain the rationale of classifying of self-propelled cranes as motor carriers.” In its response to a June 5, 2007 Notice of Claim issued by the Kansas Division Administrator of the FMCSA, the crane company involved in the case continued to contend it was not a private motor carrier subject to FMCSA’s jurisdiction. The firm reasoned that a mobile crane is a unified device that includes a transporting mechanism, that the crane and its transporting mechanism operate as in integrated units, and that there is no vehicle that exists separately from the crane.

The FMCSA Chief Safety Officer (CSO) ultimately issued a decision on March 30, 2009 that the primary purpose of the movement of the vehicles in interstate commerce is to transport the crane apparatus, which was permanently affixed to the vehicles, to and from job sites to perform a commercial service and that enhancing the safety with which this equipment may be transported should not remove the motor carrier from the jurisdiction of the agency charged with regulating the safety of CMVs. The CSO pointed out that the mobile cranes of concern have gross vehicle weight ratings of from 56,000 pounds to 129,000 pounds, far more than the minimum 26,001 pounds required to meet the definition of CMVs for purposes of the alcohol- and drug-testing requirements, or the minimum 10,001 pounds required to meet the definition of a CMV with regard to other FMCSA requirements.

The CSO stated that, clearly, self-propelled cranes should not be removed from FMCSA’s jurisdiction merely because the cranes are permanently affixed to the vehicles on which they reside. Question 9 has been rephrased as: “Are mobile cranes operating in interstate commerce considered CMVs, and are they subject to the Federal Motor Carrier Safety Regulations?”

The new guidance: “The definition of CMV encompasses mobile cranes. Unlike the off-road motorized construction equipment ..., mobile cranes are readily capable of traveling at highway speeds, over extended distances, and in the mixed traffic of public highways. Although the functions a crane performs are distinct from the transportation provided by a truck, the ready mobility of the crane depends on its permanent integration with a truck chassis. The truck chassis is equipped with wheels, tires, brakes, a suspension system, and other components. The mobile crane itself, like an empty CMV ... is considered property.” ▲

ASSOCIATION RECOGNIZED FOR HIGHWAY SAFETY ACTIVITIES

The Missouri Motor Carriers Association received the “Award of Excellence in Association Management” award for External Affairs from the Missouri Society of Association Executives. Accepting the award for the Association was Ronald D. Breau, CDS, and Vice President. The Association submitted its Highway Safety Program for this award.

The Association utilized various activities of the Council of Safety Supervisors to receive this award. Among the activities highlighted were the Share the Road demonstrations, Safety Rest Stops to educate the public on safe driving techniques, and Scale Inspections conducted by the Council to ensure that vehicles and drivers operating on Missouri highways are in safe condition. The Program also included demonstrations of how the association recognizes drivers for their safe driving habits by including the Annual Safety Banquet and Truck Driving Championships. In accepting this award, Ron Breau told the attendees at the MSAE Annual Meeting safety is a high priority to the membership. “The highway is our work place and we want to make sure that anyone using our workplace does so safely.” Ron went on to indicate that fatalities involving commercial motor vehicles are at an all time low but the loss of one life is still one too many.

New Members *(continued from page 1)*

Custard Insurance Adjusters

11648 Gravois Road, Ste 215
Saint Louis, MO 63126
Rob May
(314) 729-7744

IdleAire, Inc.

421 Oakland Avenue
Helena, AR 72342
Bill Brothers
(865) 567-8439

S A F Holland

3402 Roundhill Road
Greensboro, NC 27408
Pat McNamara
(336) 383-8107

St Marys Occupational Medicine

2511 W Edgewood Drive, Ste F
Jefferson City, MO 65109
Beth Schmidt
(573) 634-4133

StarTrak Systems

7300 North Mersington
Gladstone, MO 64119
Tim Giddens
(816) 326-8849

Truck Central LLC

600 Southeast Central Drive
Blue Springs, MO 64014
Andy Holloway
(816) 988-9900



No Action Taken on Wetlines Issue

The Transportation and Infrastructure Committee made no changes to its proposed legislation to ban wetlines on cargo tanks prior to leaving for August break. However, the National Tank Truck Carriers fully expects the committee to take action soon upon its return. The legislation continues to apply to ALL HAZARDOUS MATERIALS, not just flammable products. Committee staff is responding to constituents that the legislation does not require a retrofit to existing tank trailers. This is a factual statement, but is, at best, "disingenuous." The only options to a retrofit would be to go back to top loading or have the shipper remove the product at the loading rack. Neither option is realistic. The wetlines proposal is contained in the Hazardous Materials Safe Transportation Act of 2009 which is currently part of the Highway Reauthorization Bill. ▲

ATA Files Comments with IRS on Cell Phone Use

On August 11, ATA filed comments with the U.S. Internal Revenue Service (IRS) in response to IRS Notice 2009-46, which asked for advice from the public on how the agency can simplify the rules associated with substantiating business versus personal use of a cell phone or similar device provided to an employee by an employer. A cell phone is "listed property" under the tax law and the personal use of such property by an employee when it has been provided by the employer for business use is considered a taxable fringe benefit. Employers who provide their employees with such property must maintain procedures and records to distinguish personal from business use of listed properties, which also include cars and computers. Earlier this year, the Commissioner of the IRS suggested that this rule, as applied to cell phones, was obsolete and requested that Congress repeal it. In the meantime, the IRS notice listed a number of potential methods to simplify the recordkeeping process. ATA said that all of these might be helpful to motor carriers, depending on their circumstances, and urged the IRS not to enforce the rule until Congress acts to resolve it permanently. ▲

Highway Bill Includes Significant Regulatory Provisions

Government Relations Services (GRS) reports that the Highway Bill under development by Congress and the White House includes a number of regulatory provisions that could affect fleet operations in addition to the primary purpose of formulating policy governing the spending of federal dollars on roads, bridges and other infrastructure projects.

A bill introduced in the House by Rep. Jim Oberstar (D-Minn.), chairman of the House Transportation and Infrastructure Committee, would:

- Mandate Electronic On-Board Recorders (EOBRs) to track hours of service compliance for all commercial motor vehicles within four years of enactment.
- Require a new training curriculum for entry-level commercial drivers within two years of enactment. Regulations to require that entry-level training be conducted through an accredited educational institution have been proposed by the Department of Transportation but have not been finalized.
- Establish a national clearinghouse of positive drug and alcohol test results and refusals. Drivers would be prohibited from operating a commercial vehicle until the employer has checked the clearinghouse to verify the driver has not violated drug and alcohol testing rules.
- Require that a National Registry of Medical Examiners is established within one year and that medical examiners complete specific courses and training and pass an examination.

Although the authorization for highway programs expires September 30, it is likely programs will be extended at current levels until a new bill can be passed through Congress, a process that could take 18 months or more, according to GRS. ▲

Missouri Motor Carriers Association Fall Seminars

The following seminars have been scheduled:

- ✓ *Hours of Service Training*
October 13 - Cape Girardeau
October 14 - St. Louis
October 16 - Springfield
October 20 - Kansas City
- ✓ *Driver Trainer Certification Course (NATMI)*
October 27-28 - Kansas City
- ✓ *How to Handle Unemployment Claims*
November 19 - Jefferson City

Check your mail - brochures for the upcoming seminars have been mailed.

You can also visit our web site at www.motrucking.org for more information or call Missouri Motor Carriers Association at (573) 634-3388.



No More Texting While Driving in Tennessee

Tennessee Governor Phil Bredesen signed into law May 13 a ban on reading or sending text messages while behind the wheel. There's a \$50 fine if caught, but the driver won't get any points for the offense. It isn't considered a moving violation under the new law.

As with similar bills in other states, SB 0393 exempts emergency calls and allows certain emergency officials to text without getting a citation. ▲

Two I-70 Bridges in KS to be and Replaced

A \$130 million project to replace two river bridges on Interstate 70 in Kansas is moving along, according to an article in the August 10 edition of the *Lawrence Journal-World & News*. Once all Kansas Turnpike traffic is switched to the first new bridge—a move expected by Thanksgiving—contractors will begin preparing the two old bridges it replaces for demolition.

By Christmas, plans call for the 9 million pounds of steel that have been supporting hundreds of thousands of vehicles crossing the Kansas River for over 50 years to be demolished in a matter of seconds by a deployment of targeted explosive devices. The strategic placement of charges, following preparatory cuts and removal of all concrete deck and barriers, will allow the first bridge to fall into the river in three pieces, which will then be dragged out with assistance from heavy-duty cranes. A few weeks later, the process will be repeated for the other old bridge. ▲

Illinois Broadens Size Reg

By legislation (S.B. 1450) signed into law by Illinois's Governor Quinn on August 10, the state has widened from 96 to 102 inches the legal vehicle width on all Illinois roads. The wider trucks have been legal only on Class I and II highways. The change, which brings Illinois into conformity with most of the other states, is effective January 1, 2010. ▲

Oregon Weight-Distance Tax to Rise

By general transportation legislation (H.B. 2001) signed into law by Governor Kulongoski on July 29, Oregon has raised many taxes and fees associated with motor vehicles, including the state's weight-distance tax. This onerous tax, by far the nation's highest, is currently 13.16 cents per mile for a truck registered at 80,000 pounds. On October 1, 2010, the rate will rise to 16.38 cents a mile. ▲

Canada Changes Hazmat Endorsement

Effective immediately, Transport Canada will no longer accept the U.S. hazardous materials endorsement (HME) as evidence that a driver has received hazardous materials transportation training. Motor carriers that transport hazardous materials in Canada should continue to ensure that their drivers are trained in accordance with the Pipeline and Hazardous Materials Safety Administration's training requirements (49 CFR Part 172, subpart H) and create and issue each driver a certificate indicating that the driver has received the required hazardous materials training. The certificate must be in the driver's possession while transporting hazmat in Canada. ▲

New Texas Laws Affecting Truckers

The Texas Motor Transportation Association reports that the state's recent 81st Legislative Session resulted in a number of laws affecting the trucking industry.

The new regulations, which will go into effect Sept. 1, 2009, include:

- No use of cell phone communication devices while operating a motor vehicle within a school zone, unless the vehicle is stopped or the cell phone is hooked up to a hands-free device.
- Drivers will no longer have an exemption to idle while getting mandated rest. (TMTA had lobbied for the sleeper berth exemption to be extended until April 2011, without success. The group also wanted the law to allow California certified "clean idle" engines and offer a 400-pound weight exemption for trucks with auxiliary power units, but were unable to convince the Legislature.)
- In order to receive delivery of a commercial driver's license at a post office box, the applicant must provide the documentation to verify the validity of the applicant's address.
- A driver with a commercial driver's license must notify the state and their employer within seven days of a conviction of any motor vehicle traffic law or ordinance violation.
- If a person uses a motor vehicle in an offense that involves the transportation, concealment or harboring of an alien, this person is disqualified from driving a commercial motor vehicle for life.

Many legislative issues affecting the trucking issue did not get passed. One piece of legislation, which would have prohibited the parking of commercial vehicles in driveways in residential neighborhoods, got shot down. The TMTA Margins Tax Bill also died, which would have reduced the tax rate for trucking companies. The legislature also rejected the Fuel Tax Refund, which would have allowed industry to submit diesel tax refunds on fuel used for power takeoff equipment, off road equipment and reefer trailers. For more information, visit <http://www.tmta.com/legislative.php> ▲

Register with CARB if Your Trucks go to Ports in California

If your Class 8 trucks operate on or through ports or intermodal rail yard property to load, unload or transport cargo in California, you must sign up with the California Air Resources Board's drayage registry by September 30, 2009. Beginning on January 1, 2010, trucks with 1993 or older engines will not be allowed at ports and intermodal rail yards. Trucks with model year 1994 - 2003 engines must have a CARB-approved diesel particulate filter. CARB encourages you to register online at <http://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm>. If you need a paper copy of the application to mail in, contact Nance Harris at 402-476-8504 in Lincoln or nharris@nebtrucking.com. Please note that the ports of Oakland, Long Beach and Los Angeles have adopted local port plans that may have different equipment limits. ▲



Illinois Bills Create Uniform Speed Limits, Raise Vehicle Widths, Change Taxes

Governor Pat Quinn (D) signed HB 3656, which creates a uniform 65 mph speed limit for both cars and trucks on rural interstates in Illinois outside of Cook, DuPage, Kane, McHenry, Lake and Will Counties (where the speed limit would remain at 55 mph). Currently, Illinois law limits vehicles over 8,000 pounds to 55 mph on rural interstate highways while automobiles may travel at 65 mph. The new uniform speed limit in Illinois, which goes into effect on January 1, 2010, does not affect secondary highways, which will retain a maximum speed limit of 55 mph or lower for all vehicles.

Quinn also signed SB 1450, which will raise the legal limit on vehicle width from 96-inches to 102-inches on Class III highways, non-designated highways, and local roads. Previously, 102-inch-wide vehicles were restricted to Class I and Class II highways only. Effective January 1, 2010, the new law creates a uniform 102-inch width limit on all roads in Illinois.

Additionally, Quinn signed the \$29-billion capital bill for road, bridge, and school construction that the Illinois General Assembly passed back in May. The capital construction bill will be funded by increasing the automobile registration fee, the non-CDL driver license fee, and the title transfer fee. Funds are also raised by applying the state's 6.25% sales tax to candy, non-carbonated beverages, and beauty products.

The capital bill neither increases the cost of a Commercial Driver's License nor increases the cost of registering vehicles over 8,000-pounds. The capital bill also includes uniform 80,000-pound truck access on all roads unless otherwise posted. However, the increased weight limit does not go into effect until January 1, 2010. Local jurisdictions will still be allowed to post a road because of freeze-thaw cycles or if a bridge or culvert has a restricted weight rating. ▲

NH Governor Signs Law to Ban Texting

Gov. John Lynch signed a law July 31 making New Hampshire the 16th state to ban text messaging while driving. "It is clear that texting while driving poses a serious danger on our roadways. This new law sends a strong message that drivers should be attentive to the road and those around them at all times," Lynch said in a statement.

The law also bans typing on laptop computers or other electronic devices while driving. An exception is made for entering a name and number in a cell phone to make a call.

Texting violators face a \$100 fine. The texting ban takes effect January 1, 2010. ▲

Missouri Interstate 44

From September 22 until November 24, the westbound lanes of Missouri Interstate 44 will close between mile markers 184 and 176.

East and westbound travelers will use the eastbound lanes of I-44. One lane is available in each direction. During the closure, westbound traffic will not be allowed to enter I-44 from the Route T interchange. MoDOT and its contractor will resurface the westbound I-44 lanes with 8 inches of concrete. ▲

Connecticut Enacts Legislation Providing a Weight Tolerance for Auxiliary Power Units

The bill permits the owner of a commercial motor vehicle with an auxiliary power or idle reduction technology unit to apply to the DMV commissioner for a weight tolerance exemption from state gross, axle, tandem, and bridge formula weight limits. The exemption allows operation of the vehicle with a tolerance for the actual weight of the auxiliary power unit, up to a maximum of 400 pounds. The bill defines an "auxiliary power unit or idle reduction technology unit" as an integrated system, other than the vehicle's engine, that provides heat, air conditioning, engine warming, electronic components, or power to do the work for which the vehicle is designed.

To qualify for the weight exemption, the vehicle owner may be required to (1) produce a written certification of the unit's weight and (2) show by written certification or actual demonstration that it is fully functional at all times. The exemption may be granted by any official or law enforcement officer authorized to enforce the state's maximum motor vehicle weight laws.

The Governor signed the bill into law to become effective October 1, 2009. ▲

NY Issues Proposed Truck Route Restrictions

On August 26, the New York State Department of Transportation (NYDOT) issued proposed rules governing highway access by large trucks. The notice requests public comments within 45 days. The rules would apply to trucks with trailers 45' or longer, double 28' trailers, and various specialized vehicles designated under Federal law. The NYDOT identified seven routes on which the restrictions applied. It also recommended procedures for carriers to use to determine appropriate routes on which to operate; these procedures are advisory only. The seven restricted routes are all in the Finger Lakes region. They include NY Routes 41, 41A, 90, 38, 79, 89 and 96. Trucks may use these routes if they provide exclusive access to a freight terminal, a site for pickup or delivery of goods, or to facilities for food, fuel, service or rest. Trucks may also use these roads as a shortcut if the route is at least 25 miles shorter than the shortest route over a designated truck highway. The NYDOT stated that it proposed the restrictions due to public concern over safety and quality of life in the region. ATA and the New York State Motor Truck Association are concerned about the effectiveness, ease of compliance, and enforceability of the regulations, and the additional costs that will be imposed on carriers. ▲

Careful of New Mexico Penalty

By 2009 legislation (S.B. 213) effective July 1 this year, New Mexico has added a penalty for underreporting either miles traveled or vehicle weights on a weight-distance tax return. The penalty for either offense is geared to the amount of the weight-distance tax owed on the return, and runs from \$100 with a minimal tax liability to \$4,000 if the tax owed is over \$3,000. Note that even fully compliant carriers could be hit with large penalties if they report miles traveled in New Mexico on the wrong quarter's return. ▲



Trucking Independent Contractors

A new Utah law is now on the books that defines what a long-haul independent trucker is. HB 308 passed the legislative session and sets forth how to establish a clear independent contractor relationship between a truck driver and a motor carrier. Because of this long haul independent contractor definition and requirements, legal disputes should be minimized.

According to HB 308, the driver or owner operator must provide the motor carrier three things to assure independent contractor status:

- ✓ First, a written agreement between the driver and the motor carrier confirming the driver is an independent contractor;
- ✓ Second, a copy of the driver's workers compensation coverage waiver (as required by law); and
- ✓ Third, proof that the truck driver has "occupational accident-related insurance" that provides medical and disability insurance while working.

By providing this documentation and insurance coverage there is now a clearer definition of the difference between an employee and independent contractor for the carrier. ▲

VDOT – Major Lane Closures Coming to I-95 this Fall

Motorists can expect multiple lane closures at night on Interstate 95 this fall while the Virginia Department of Transportation (VDOT) adds a fourth lane in Fairfax and Prince William Counties. I-95 is being widened for six-miles from the Fairfax County Parkway to Route 123. The entire project is on schedule for completion in fall 2011. Motorists can expect the following lane closures and traffic shifts:

- **Wednesday, September 2nd and Thursday, September 3rd**
What: Traffic shift for bridge widening on southbound I-95 at Lorton Road.
Impact: One or more lanes closed. Expect 30 minute delays.
- **Tuesday, September 8th until late October**
What: Milling and paving between northbound I-95 from Route 1 to Lorton Road.
Impact: One or more lanes closed, Sundays through Thursdays, 9:30 pm to 5:00 am. Expect 30 minute delays.
- **Monday, September 21st & Tuesday, September 22nd**
What: Replacement of overhead sign between Route 1 and Lorton Road
Impact: On both nights, two of three lanes will close at 10:30 pm, and all lanes will be stopped for 30 minutes after midnight and again between 1:00 am and 2:00 am. Expect 45 minute delays.
- **Mid October**
What: Traffic shift for bridge widening on southbound I-95 at Newington.
Impact: One or more lanes closed, 9:30 pm to 5:00 am. Expect 20 minute delays.

* In addition, motorists can expect single lane closures on I-95 North and South, weekdays throughout the fall. ▲

Alabama Extends Soft Enforcement Period for Metal Coil Requirements

The Alabama Dept. of Public Safety has extended the "educational phase" or period of soft enforcement for training requirements included in the recent Alabama Metal Coil Law.

Public Safety officials say that the department's legal staff is consulting with the Federal Motor Carrier Safety Administration (FMCSA), as they consider recommending that the law be amended to include self-certification by trucking companies with satisfactory safety records.

The law went into effect June 1, with DPS officials originally indicating there would only be a 60-day period of soft enforcement to allow time for companies to train drivers and staff. However, the American Trucking Associations asked the state to consider the self certification option.

While the rules for securing steel coils are the same as those set by the Federal Motor Carrier Safety Administration (FMCSA), the new law requires drivers hauling steel coil loads that originate or terminate within Alabama to be certified by the Alabama Department of Public Safety, and it increases penalties for improper coil securement.

A company hiring an uncertified driver could face fines of \$5,000 to \$10,000. Uncertified drivers could be fined from \$250 to \$1,000 and sentenced to as much as a year in jail. If an improperly loaded steel coil falls from a truck, the state can levy fines from \$5,000 to \$10,000 against the company or driver.

The Missouri Motor Carriers Association is offering Web-based training and certification through the AdvanceOnline training system. The required training is available at www.metalcoiltraining.com. Standard course fee per driver is \$15.

According to Public Safety officials, to become certified in proper steel coil load securement, as required by Code of Ala.1975, §32-9A- 2(a) (4)a, a commercial vehicle operator must:

- Complete the Securing Metal Coils Course through DPS' metal coil training site, and take the exam that is part of that course;
- Obtain a copy of the certificate that notes successful completion of the course and that is generated by the testing Web site upon passage of the exam;
- Sign the certificate and also have an official from the motor carrier for which the driver hauls or will haul metal coils sign the certificate;
- Retain an original copy of the fully-signed certificate in the commercial vehicle when hauling metal coils; and
- Provide each and every motor carrier for which he/she hauls or will haul metal coils with a fully-signed copy of the certificate. ▲

Maryland Sets Resurfacing For Interstate 70

Motorists can expect intermittent, single-lane closures throughout this fall on westbound Interstate 70. Work is under way on the resurfacing of a seven –mile stretch of the interstate, west of Interstate 270 to Hollow Road, with \$3.4 million funding for the project from the American Recovery and Reinvestment Act. Besides the resurfacing, the state also will widen shoulders at four emergency vehicle crossovers. ▲



Texas does not renew idling exemption for commercial vehicles

In spite of efforts to pass legislation that would have extend the idling exemption because of opposition in both chambers, the bills proposed by the association dies in the legislature. The TMTA is working in the interim to make the changes administratively but time is running out.

Therefore we are informing our members that while in Texas no person shall cause, suffer, allow, or permit the primary propulsion engine of a motor vehicle to **idle for more than five consecutive minutes** when the motor vehicle, as defined in §114.510 of this title (relating to Definitions), is not in motion during **the period of April 1 through October 31 of each calendar year.**

No driver using the vehicle's sleeper berth may idle the vehicle: in a residential area as defined by Local Government Code, §244.001, in a school zone, within 1,000 feet of a hospital, or within 1,000 feet of a public school during its hours of operation. An offense under this subsection may be punishable by a fine not to exceed \$500.

Because the law is not written in the transportation code but in the environmental code, the Department of Public Safety will not enforce the code. The Code will be enforced through a Memorandum of Understanding with several cities and counties in central Texas.

Below are the areas that have agreements with the Texas Commission of Environmental Quality

North Central Texas Area

City of Dallas
Town of Little Elm
Town of Westlake
City of Arlington
City of Benbrook
City of Celina
City of Colleyville
City of Euless
City of Hurst
City of Keene
City of Lake Worth
City of Lancaster
City of Mabank
City of Mesquite
City of McKinney
City of North Richland Hills
City of Pecan Hill
City of University Park
Collin County
Kaufman County
Tarrant County

Central Texas Area

City of Austin
City of Bastrop
City of Lockhart
City of Luling
City of Round Rock
City of San Marcos
Bastrop County
Travis County
Williamson County
City of Georgetown
City of Hutto
Caldwell County
Hays County

Kansas Turnpike Tolls to Increase for Those Without Transponders

Tolls for cars and trucks on the Kansas Turnpike are set to increase — starting Oct. 1 — for drivers paying in cash, but not for vehicles using an electronic toll transponder. If a vehicle has a K-Tag, whether the vehicle is registered in Kansas or another state, it will be allowed to run the turnpike at the same toll rates now in effect. On the other hand, drivers who pay cash on the turnpike will see tolls rise approximately 15% if the vehicle is a car and about 5% if it's a truck. This is the first time since 2007 the turnpike authority has changed the toll structure. ▲

TRU Extension Issued, CTA asks about Registration Requirement

California Trucking Association (CTA) recently sent a letter to California Air Resources Board (CARB) executive staff citing outstanding issues with the upcoming implementation of the Transportation Refrigerated Unit regulation. CARB issued an additional six-month stay of enforcement on the TRU in-use standards but still required all California-based units be registered in the TRU database by July 31.

CTA's letter cites outstanding issues that the CTA Refrigerated Carriers Conference has been referencing since the initial stay of enforcement was issued in January. These issues include lack of available compliance options, limited ability to test those compliance options, higher costs and lack of financing options.

CTA staff also requested additional meetings to investigate alternative strategies to ease the regulatory burden while still maintaining air quality goals. ▲

Minnesota to Stop Accepting Phone-in Permit Applications

The Minnesota Department of Transportation (MN/DOT) Office of Commercial Vehicle Operations will discontinue accepting applications for oversize and overweight permits by phone, effective November 1. Ted Coulianos, Supervisor of MN/DOT Oversize/Overweight Permit Section, said determining factors in the difficult decision were the need to better manage resources and recent improvements to MN/DOT's permitting system and process.

"Taking applications by phone is our most resource-intensive activity," he said. "Years ago, phones were our primary method of intake. Now, with various options such as e-mail, fax and online service, it isn't. For example, about 60 percent of our customers currently use our online permitting program, and the majority of the rest use fax."

In 2008, MN/DOT permit requests increased by 27 percent over the previous year. Coulianos said that discontinuing phone-in applications for a small percentage of customers will allow his office to provide better service to all its customers.

"MN/DOT's RouteBuilder online permitting program is available 24/7/365 and allows customers to control when and how they order permits," he pointed out. "Many times, they receive their permit faster since most routine permits can be issued automatically without intervention by our staff."

Customers who cannot or decide against using the online program will still be able to order permits by fax, mail, in person or through a 3rd-party permit service. The permit office will still handle phone calls for questions regarding permit procedures or from those having technical issues. ▲

KY Dam Road Closed For Three Weeks

The Kentucky Transportation Cabinet said U.S. 62 and U.S. 641 across Kentucky Dam will stay closed through the end of September. The highway was closed to allow roadwork required to eventually tie in a new Tennessee River bridge under construction below the dam. A detour via Interstate 24 will add about six minutes to travel time. About 6,000 vehicles cross the Tennessee River/Kentucky Lake daily along the road. Traffic has been moved to the new bridge to prepare for construction of a new lock at the east end of the dam. ▲



Utah Advises Truckers To Take Alternate Routes As I-80 Closes

Two bridge replacement projects on Interstate 80 in Salt Lake and Summit Counties, Utah, will require overnight directional closures on various dates from late September through mid October. The most extensive delays will be on I-80 at the Echo exit just east of the I-84 interchange and west of Evanston, Wyo. They will require 16-hour overnight directional closures on Sept. 28 and Oct. 4. Expect delays of up to 4 hours. Truckers are encouraged to plan alternate routes, but detouring through Coalville, Utah, is discouraged because of heavy construction on Main Street. The Utah Department of Transportation encourages truckers to plan ahead and stay informed during the closures by visiting www.ITRUCK.Utah.gov, watching for updates on overhead freeway signs and calling the Innovate 80 toll-free hotline at 1-888-480-8368. ▲

New Permit Fee in Maryland

The Maryland State Highway Administration began administering a new flat \$25 permit fee for oversize/overweight permitted vehicles that travel on the Maryland Transportation Authority's roads. This fee is offset by a reduction in the toll rate for those vehicles. This change has both positive and negative impacts. These additional tolls are now eliminated and replaced with the flat, one-time \$25 fee. Drivers who previously were charged a Class 7 toll are now charged a lower toll based on the number of vehicle axles. This change also allows oversize/overweight vehicles to use the E-ZPass system for toll payment. Previously an oversize/overweight carrier who was traveling on Kennedy Memorial Highway and exited before reaching a toll plaza did not pay any additional fees for traveling on the Authority roads. Now that carrier will pay the new \$25 flat permit fee. ▲

Maine Using Cameras, Scales to Catch Weight Violators

The Maine Department of Transportation has installed cameras and scales in an attempt to catch weight violations in trucks that avoid a weigh station on Interstate 95, the Portsmouth (N.H.) Herald reported Friday. The system uses cameras and scales on Route 236 in Eliot, Maine, and on Route 1 in York. If the York weigh station on southbound I-95 is open, the scales will look for trucks in violation of weight regulations, while the cameras will take photos of the trucks, the Herald said. State police can then take appropriate action against the violators. The scales and cameras are part of a \$2 million project by the Maine officials in cooperation with the Federal Motor Carrier Safety Administration, the Herald said, though the equipment will not be operational until the fall. In another part of the project, the I-95 weigh station is now equipped with technology that allows state police to enter truck information more quickly, in an effort to reduce backup. ▲

Missouri I-435 & I-70 Interchange

The Missouri Department of Transportation (MoDOT) is working on plans to reduce bottlenecks and improve both capacity and access through projects partially funded by the American Recovery and Reinvestment Act and also through MoDOT's Statewide Transportation Improvement Program. Construction is scheduled to begin in early 2010. MoDOT plans to:

- ✓ Add a half-diamond interchange at I-435 and Route 40
- ✓ Replace the Blue Ridge Cutoff Bridge over I-70 with a wider span
- ✓ Reconfigure the ramps at I-70 and Route 40
- ✓ Reconfigure the ramp from northbound I-435 and eastbound I-70
- ✓ Remove the ramps at Manchester Trafficway and I-70

These improvements are expected to be completed by the end of 2012. For more information, go to MoDOT's web site at www.modot.mo.gov/kansascity. ▲

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**STATE AND PROVINCIAL MOTOR FUEL TAX RATES
FOR HEAVY VEHICLES**

July 1, 2009

<u>State</u>	<u>Tax Rate in ¢/Gallon</u>		<u>Notes</u>
	<u>Gasoline</u>	<u>Diesel</u>	
Alabama	16	19	
Alaska	0	0	[fuel taxes suspended through 8/31/2009]
Arizona	21	27	[includes 1¢ clean-up fee, paid at pump only; [1¢ credit on D available by application]
Arkansas	21.8	22.8	[includes 0.3¢ clean-up fee paid at pump only]
California	46.1	43.7	[includes 7.25% sales tax]
Colorado	22	20.5	
Connecticut	41.6	45.1	[incl. 7% wholesale tax, G only, currently 16.6¢]
Delaware	23	22	
District of Columbia	20	20	
Florida	21.17	31.87	[incl. 6% sales tax, unif. local tax, clean-up fees]
Georgia	13.4	13.3	[incl. 4% sales tax]
Hawaii	16.12	16.12	[includes 0.12 clean-up fee; D plus 4% sales tax [added at pump]
Idaho	25	25	
Illinois	38.4	44.5	[includes 6.25% sales tax paid on report; 1.1¢ clean- [up fee paid at pump only]
Indiana	29	27	[D includes 11¢ surtax, paid on report only; [G 15¢ at pump but 16¢ on report, plus surtax]
Iowa	22	23.5	[includes 1¢ clean-up fee, paid at pump only]
Kansas	25	27	[includes 1¢ clean-up fee, paid at pump only]
Kentucky	26.1	27.9	[includes 3¢ surcharge on G, 6.9¢ on D, [paid on report only; includes 1.4¢ tank fee, [paid at pump only]
Louisiana	20	20	
Maine	30.48	31.22	[includes 0.98¢ G and 0.52¢ D clean-up fees, paid [at pump only]
Maryland	23.5	24.25	
Massachusetts	21	21	
Michigan	34.675	30.675	[includes 6% sales tax paid on report and 0.875¢ [clean-up fee paid at pump only]
Minnesota	27.1	27.1	
Mississippi	18.4	18.4	[includes 0.4¢ clean-up fee paid at pump only]
Missouri	17	17	
Montana	27.75	28.5	[includes 0.75¢ clean-up fee paid at pump only]
Nebraska	27.3	26.4	[includes clean-up fees, 0.9¢ G, 0.3¢ D, paid at pump only]
Nevada	23.81	27.81	[includes 0.75¢ inspection fee, paid at pump [only, and clean-up fee]
New Hampshire	19.625	19.625	[includes 1.625¢ in clean-up fees paid at pump only]
New Jersey	14.5	17.5	[includes petroleum tax]
New Mexico	18	22	[includes 1¢ load fee paid at pump only]
New York	39.15	38.35	[includes 8¢ sales tax, and petroleum tax, paid on report; [clean-up fees of 0.35¢ G and 0.3¢ D, paid at pump only]



<u>State</u>	<u>Gasoline</u>	<u>Tax Rate in ¢/Gallon</u>		<u>Notes</u>
		<u>Diesel</u>		
North Carolina	29.9	29.9		
North Dakota	23	23		
Ohio	28	28		
Oklahoma	16	13		
Oregon	24	0		[D taxed through weight-distance tax
Pennsylvania	31.2	38.1		[includes petroleum tax
Rhode Island	32	32		
South Carolina	16.75	16.75		[includes 0.75¢ clean-up fees paid at pump only
South Dakota	24	24		[includes 2¢ distributor tax, paid at pump only
Tennessee	21.4	18.4		[incl. 0.4¢ clean-up fee and G 1¢ inspection fee, [at pump only
Texas	20	20		
Utah	24.5	24.5		
Vermont	20	26		[includes clean-up fee
Virginia	21.6	21.6		[includes 3.5¢ surtax, paid on report only; [0.6¢ clean-up fee paid at pump only
Washington	37.5	37.5		
West Virginia	32.2	32.2		[includes 5% sales tax
Wisconsin	32.9	32.9		[includes clean-up fee
Wyoming	14	14		[includes clean-up fee, paid at pump only
U. S.	18.4	24.4		[includes Underground Storage Tank tax

G : gasoline D : diesel, special fuels

CANADA

<u>Province</u>	<u>Tax Rate in ¢CN/Liter</u>		
	<u>Gasoline</u>	<u>Diesel</u>	
Alberta	9	9	
British Columbia	18.01	19.04	[includes a “carbon tax” component
Manitoba	11.5	11.5	
New Brunswick	10.7	16.9	
Newfoundland	16.5	16.5	
Nova Scotia	15.5	15.4	
Ontario	14.7	14.3	
Prince Edward Island	15.8	19.8	[composite qtrly rate; rate at pump can [change monthly
Quebec	15.2	16.2	
Saskatchewan	15	15	
Northwest Territories	10.7	9.1	
Yukon Territory	6.2	7.2	

This chart was compiled by the American Trucking Associations. It represents the total state or provincial fuel tax paid by motor carriers in each jurisdiction as of July 1, 2009. Local taxes are not included, except where they are uniform statewide. “Paid at pump only” refers to amounts not included in fuel use taxes paid through IFTA. “Paid on report” or “paid on report only” refers to amounts included in IFTA fuel use taxes.

September 2009

ORDER FORM - PRICE LIST

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FORM #	ITEM DESCRIPTION	PRICE PER EACH	QTY	PRICE
106BC	Certificate of Road Test Wallet Card	.30		
16F	Request for Check of Driving Record (pad of 50)	5.00		
649MF	Medical Examiners Report Form	.50		
650MC	Medical Examiners Certificate (wallet card)	.25		
643F	Violation and Annual Review Record (pad of 50)	5.00		
644F	Statement of On Duty Hours – New Hire (pad of 50)	5.00		
645F	Statement of On Duty Hours – Intermittent or Casual (pad of 50)	5.00		
91F	I-9 Employment Eligibility Verification (individual)	.15		
93F	Notification of Traffic Violation (pad of 50)	5.00		
90F	Drivers Certificate of Compliance (individual)	.15		
116FS-C2	Fair Credit Reporting Act Disclosure Statement	.35		
47F	Driver Qualification File (contents DOT complete)	3.75		
20FP	All in One Confidential File Complete with Forms (Driver Qualification, Drug & Alcohol, & Driver History)	8.00		
19FP	All in One Confidential File Only without Forms (Driver Qualification, Drug and Alcohol, & Driver History)	1.75		
416F	Application for Employment <i>folder</i>	1.00		
420F	Application for Employment <i>paper</i>	.60		
418F	Employee Record Card	.25		
7ORSA	*Federal Motor Carrier Safety Regulations – pocket size	3.00		
17H	Federal Motor Carrier Safety Regulations – Management Edition	10.50		
17ORS	Truck Driver Handbook	3.50		
30F	Dispatch and Trip Report (pad of 50)	4.75		
1MF	Size & Weight Chart	.60		
37B	*Driver's Vehicle Inspection Report – Simplified (pad of 31 in triplicate)	2.25		
36B	*Driver's Vehicle Inspection Report – Detailed (pad of 31 in triplicate)	2.25		
C1781	*Driver's Vehicle Inspection Report – Detailed/Carbonless (pad of 31 in duplicate)	1.75		
628R	Annual Vehicle Inspection Poster (mylar surface)	15.00		
DECAL	Annual Vehicle Inspection Decal w/ laminate	.30		
C1785	Record of Annual Inspection Form 2-ply	.30		
26BC	Brake Inspector's Certification Wallet Card	.35		
430F	Vehicle Mileage Report (pad of 50)	4.25		
T0609	Vehicle Maintenance Report - Equipment File with insert	1.50		
T0603	Vehicle Maintenance Insert Only	.50		
29F	Trip Cost Report Envelope	1.00		
664RM	3M Red/White Conspicuity Tape 2" x 18" length (11" red / 7" white)	2.50		
665RM	3M White Only Conspicuity Tape 2" x 12" length (white only)	1.75		
663RM	3M Red/White Conspicuity Tape 2" x 150' roll (11" red / 7" white)	145.00		
683RM	3M White Only Conspicuity Tape 2" x 150' roll (white only)	145.00		
693 RM	3M Red/White Conspicuity Tape 2" x 150' roll (6" red / 6" white)	145.00		
668KIT	3M Red/White Conspicuity Tape 53' Trailer Kit	135.00		
20R	Emergency Warning Triangle Kit (set of 3)	35.00		
608F	Monthly Log Summary Sheet (pad of 50)	4.25		
9L	Duplicate Bus Driver Daily Logs w/recap & Detailed DVIR (w/carbon)	2.25		
C520	*Duplicate Driver Daily Logs** w/recap & Detailed DVIR (w/carbon)	1.25		
702L	*Triplicate Driver Daily Logs** w/ recap No DVIR (carbonless)	3.00		

FORM #	ITEM DESCRIPTION	PRICE PER EACH	QTY	PRICE
701L	*Duplicate Driver Daily Logs** w/ recap No DVIR (carbonless)	2.50		
605L	*2 in 1 Driver Daily Log** - Detailed DVIR (w/carbon)	3.50		
705LD	*2 IN 1 Driver Daily Log** Detailed DVIR (carbonless)	4.00		
615L	*2 in 1 Driver Daily Log** - Simplified DVIR (w/carbon)	2.25		
622LD	Driver Daily Log** - Detailed DVIR simplified Recap 3ply (w/carbon)	2.00		
612MP	*Loose-leaf 5 in 1 Log** Detailed DVIR Recap 2 ply (carbonless) (pkg of 31) (8.5x11)	4.00		
613MP	*Loose-leaf Log** - Detailed DVIR 2 ply (w/carbon) (pkg of 31) (8.5x6)	2.30		
691L	Drivers Exemption Log - 100 Air Mile Radius	2.00		
625F	Monthly Log Summary Envelopes – open side - No flap	1.00		
626F	Monthly Log Summary Envelopes – end flap	1.00		
694F	Monthly Log Summary Envelopes – side flap	1.00		
695F	Monthly Log Summary Envelopes – end flap (white)	1.00		
696F	Monthly Log Summary Envelopes – side flap (white)	1.00		
85H	Hours of Service and Drivers Log – Training Manual	10.00		
57RM	Rand McNally Motor Carrier Atlas	18.00		
10B	Accident Register	10.00		
33F	Accident Reporting Kit	3.00		
689R	Accident Reporting Kit with Camera	10.50		
414F	Memo Accident Report	.50		
145H	Commercial Vehicle Preventable Accident Manual	16.00		
415F	Preliminary Report of Accident (pad of 50)	5.00		
26ORS	Title 49 CFR, Parts 100-185	33.00		
370H	Handling Hazardous Materials	18.00		
121ORS	Hazardous Materials Compliance Pocketbook	3.25		
14ORS	Emergency Response Guide –pocket size 2008	3.00		
3ORS	Emergency Response Guide –standard size 2008	6.50		
103ORS	Emergency Response Guide –spiral style 2008	6.75		
41FBL	Hazardous Materials Loading & Segregation Chart	1.50		
531F	Hazardous Materials Incident Kit	3.50		
G1620	Annual Safe Driving Award Package (specify number of years _____)	7.00		
QED	QED Units-Must Be Administered by Certified STT (call for price breaks)	6.50		
C12	Ethanol Control Solution	30.00		
17F	Request for Information from Previous Employer (pad of 50)	5.00		
850F	Safety Performance History Records Request (pad of 50)	4.00		
850FS-C3	Safety Performance History Records Request – 3 ply	.35		
854F	Previous Employee Safety Performance History (pad of 50)	4.00		
859FP	Confidential Safety Performance History Folder – Empty	1.50		
860FP	Confidential Safety Performance History Folder with 850FS-C3 & 854F	1.75		
417F	Driver Confidential Record File Folder	.95		
451F	Confidential Alcohol & Drug File (includes necessary forms)	3.75		
532H	Drug & Alcohol Employee Handbook	2.00		
SPVR	Online Drug & Alcohol Abuse Supervisor Training	45.00		
470FS-C3	Breath Alcohol Testing Form DOT	.35		
471FS-C3	Breath Alcohol Testing Form Non-DOT	.50		
849FS-C3	Previous Employer Drug/Alcohol Test Information	.30		
886F	Failed/Refused Pre-Employment Test (pad of 50)	4.00		
886FS-C2	Failed/Refused PreEmployment Test (individual)	.35		
			SUB TOTAL	
NOTE:	SHIPPING & HANDLING CHARGES ON ALL ORDERS			
	Orders up to \$9.99	Add \$5.50	SALES TAX 7.725%	
	Orders from \$10.00 - \$49.99	Add \$7.50		
	Orders from \$50.00 - \$99.99	Add \$12.50	HANDLING	
	Orders \$100.00 and over	Add \$17.50 and		
	For every additional \$200.00	Add \$15.00	TOTAL	