

NEWSBREAK

March 2019 Publication of the Minnesota Professional Towing Association



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MPTA Mid-Session Update



The 2019 Minnesota Legislative Session is nearly half over. MPTA's Lobbyist Rob Leighton, MPTA Staff and Board of Directors are working hard to make our industry better one law maker at a time. Work at the legislature is basically 85% of the time is playing defense and the other 15% of the time spent at the Legislature is spent on offense. This year is a little bit different due to the MNLARS situation.

The MPTA is moving forward with two bills of direct interest to the MPTA. Both of our bills are being chief authored by Sen. John Jasinski in the Senate and Rep. Dave Baker in the House.

MPTA's first bill we have coined the "MNLARS Relief Bill" because it would provide some significant financial benefit to many of our members when using MNLARS. This bill is SF 341 (Jasinski) and HF 1425 (Baker). We have met with both the Senate and House Transportation Committee Chairmen and we believe these bills will be given hearings in the next couple of weeks.

This is our top priority bill this session. This proposal would permit towing operators to pay an annual fee of \$150 instead of a per-use look-up fee every time we use MNLARS to find vehicle registration information. If passed into law, our bill would provide well over \$200,000 per biennium in savings to our industry, using even very conservative estimates from the Department of Revenue. It is possible that our bill could be rolled into the large House or Senate Omnibus Transportation Finance Bills. If so, the deadline for passage of finance bills is April 12.

(continued on page 8)

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**If you would like to make a
contribution to help with the legislative
efforts, please send your donations to:**

**MPTA
2886 Middle Street
Little Canada, MN 55117**

Presidents Letter

Written by President, Brett Letourneau

This is the time of the year all of us can take a short break, catch our breath, and review what all of us just went through this past winter. Last month was a record for the most snow Minnesota has endured since snowfall totals were recorded. This past winter was the fourth snowiest winter on record. Our industry is challenging enough; throw record snow totals into the mix and us towers have one the deadliest and tiresome jobs in society. Want to thank all the MPTA members and their employees for their hard work, their training and common sense this past winter. It was a challenge for all of us.

MPTA Lobbyist Rob Leighton has been working hard on our behalf at the capitol. Rob, myself and MPTA Executive Director Lance Klatt have been in various meetings with leadership in the House and the Senate. Our MNLARS bill should get a hearing any day now and waiting on a hearing regarding our bill exempting towing entities from spring weight limits. Please see MPTA Lobbyist Rob Leighton's mid-session legislation update.

On April 24th the MPTA is hosting its annual spring light-duty tow school at the MNDOT building in St. Paul. This is always a well-attended school as towing operators are hiring the spring for the summer season and no better way to get some new recruits to better understand basic towing, recovery and professionalism within our industry. MPTA Staff is mailing, emailing and placing information on Facebook about our light-duty tow school. Stay safe out there and hope to see you at the next towing school or MPTA event.

Brett

EVERYTHING YOU NEED TO TOW, RIG, RECOVER & HAUL

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Best Practices for DOT Random Drug and Alcohol Testing

I. Introduction

What's the best tool employers have for deterring drug and alcohol use in the workplace?

Random Testing. And, here are just a few of the reasons why:

- Saves lives and prevents injuries.
- Helps employers identify workers with substance abuse issues and facilitate their treatment.
- Allows employees to easily say no to illegal drug use. *No, thanks. They drug test at work.*"
- Reduces employer liability.
- It is a fair way of testing.

The purpose of this publication is to help DOT covered employers and service agents in implementing and evaluating their own random testing programs. While DOT regulations serve as a mandatory minimum and do not prevent additional practices that serve the effectiveness of a testing program, don't forget that some DOT covered employers may also have extra requirements from industry specific regulations.

What follows are best practices as identified by representatives from the Office of the Secretary's Office of Drug and Alcohol Policy and Compliance (ODAPC), Federal Aviation Administration (FAA), **Federal Motor Carrier Safety Administration (FMCSA)**, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), Pipeline and Hazardous Materials Safety Administration (PHMSA), and the United States Coast Guard (USCG).

While actually reading the regulations is very important, we hope this guide provides an additional tool for implementing an effective random testing program.

II. Random testing is required for safety-sensitive employees

Each DOT Agency and the USCG has regulations that require certain employers to implement a random testing program.

Industry	Regulation
FAA - Aviation	14 CFR Part 120, Subpart E, section 120.109(b) 14 CFR Part 120, Subpart F, section 120.217(c)
FMCSA – Motor Carrier	49 CFR Part 382.305
FRA - Railroad	49 CFR Part 219.601 and 219.607
FTA - Transit	49 CFR Part 655.45
PHMSA - Pipelines	49 CFR Part 199.105
USCG - Maritime	49 CFR Title 46 Part 16.230

Note: FRA requires employers to submit their random plans for approval.

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III. Establishing Random Testing Rates

The DOT Agency that regulates a specific transportation industry sets the random testing rate. The Administrator of each DOT Agency is authorized to either increase or decrease the random drug and alcohol testing rates. To establish an appropriate rate, Administrators use information reported from the drug and alcohol Management Information System (MIS) form required by 49 CFR Part 40 and other indicators. The rates are always effective starting January 1 of the calendar year. To check for the current rate, visit ODAPC's website at: <http://www.dot.gov/ost/dapc/rates.html> .

The random rates are annual minimum requirements. So if a DOT Agency requires a drug testing rate of 50% and an alcohol testing rate of 10%, then an employer with 100 safety-sensitive employees would have to ensure that 50 or more random drug tests and 10 or more random alcohol tests were conducted during the calendar year.

IV. Setting-Up a Random Pool of Employees

A. Who gets tested?

Regardless of job titles like supervisor, volunteer, contractor, owner operators, etc., people are chosen for testing based on their job *function* (known as a safety-sensitive function) not their occupational title. Only DOT safety-sensitive employees may be part of the DOT random pool or pools. Remember your DOT testing program must always be separate and distinct from your private company or non-DOT testing program. That goes for your random testing pools, too. DOT and non-DOT random testing pools must be completely separate.

Best Practice: Just prior to performing a random selection, refresh the pool to include all safety-sensitive employees subject to DOT random testing, and exclude those not subject to DOT random testing.

B. Can an employer regulated by different DOT agencies put its employees in the same random pools?

Yes. Employers and Consortia/Third Party Administrators (C/TPAs) subject to more than one DOT Agency drug and alcohol testing rule may combine covered DOT safety-sensitive employees into a single random pool. However, companies doing so must test at or above the highest minimum annual random testing rates established by the DOT Agencies under whose jurisdiction the employees fall. So, if you have FMCSA regulated- and FRA regulated-employees in the same pool, and FMCSA has a 50% testing rate and FRA has a 25% rate, you must test the pool at the 50% minimum rate.

Note: PHMSA and USCG do not authorize random alcohol testing for employees in the pipeline and maritime industries. So if employees perform only pipeline duties or maritime duties, they cannot be in any DOT-regulated random alcohol testing pool.

Of course employers may decide to separate the pools by specific regulated transportation industry – such as a separate pool for truck drivers and a separate pool for transit workers. Each pool must be tested at the required DOT Agency rate for that industry.

C. Does an employee performing duties covered by more than one DOT Agency need to be in multiple pools?

An employee performing duties subject to more than one DOT Agency's regulations must be randomly tested at the percentage rate established for the calendar year by the DOT Agency regulating more than 50 percent of the employee's function. So if you have an employee who drives your trucks 75 percent of the time and operates your transit busses 25 percent of the time, that employee needs to be in the FMCSA-regulated pool.

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Remember: All other testing (e.g., pre-employment, post-accident, reasonable suspicion) is regulated under the Agency that regulates the function the employee was performing at the time of the event. Wreck the transit bus; you are subject to post-accident testing under FTA regulations even if you are in the municipality's FMCSA random pool.

D. HOW ARE EMPLOYEES SELECTED FOR TESTING?

Everyone in the pool must have an equal chance of being selected and tested in each selection period. Selections can be by employee name, identifying title, or with FRA regulated testing, a group that is clearly delineated in company policy or random plan.

Be sure to use a scientifically valid method to select employees for testing, which may include: use of a random-number table, a computer-based random number generator that's traceable to a specific employee (or with FRA, a group).

Note: In the railroad industry, it is a common practice to select employees by the train number rather than specific employee. This would mean that any covered employee working on that train on a specific day (whether it was their regularly assigned position or not) would be tested. Only the FRA permits this practice.

Warning: Unacceptable random selection practices include selecting numbers from a hat, rolling dice, throwing darts, picking cards, or selecting ping pong balls.

E. HOW OFTEN SHOULD SELECTIONS AND TESTS TAKE PLACE?

What makes random testing so effective is the element of surprise. While employees know they will be tested, they are never quite sure of *when*, so random selections and testing should be performed at least quarterly. Some employers are selecting and testing more frequently. We think that is a good idea.

Note: If you think you might not meet your annual testing rate requirement, increase your testing. But, in an effective random program, testing must be spread equally throughout the year.

Best practices: Here are smart things you can do to figure out *when* to test:

- Spread testing dates reasonably throughout the year in a non-predictable pattern.
- Conduct random drug tests anytime employees are on duty or while performing safety-sensitive duties. See your Agency regulations for your specific industry requirements of when to conduct testing. FRA has "hours of service" testing considerations.
- Conduct random alcohol tests just before, during, or just after the employee performs a safety-sensitive job, as described in your industry specific regulations.
- Each workday or weekend, you can enhance the non-predictability of your program by conducting tests at the start, middle, or end of each shift. The worse thing that could happen is for employees to say, "*Yup, the last Friday of every month the second shift gets tested.*"

V. Testing

A. WHY ARE SOME PEOPLE RANDOMLY TESTED MORE THAN ONCE?

"Is the boss singling me out? I just did a random last month? Joe, never gets tested? I don't think this thing is random at all!"

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Those are not uncommon concerns among some safety-sensitive employees, and many employers have been challenged in court to demonstrate that their programs are truly random. The reality is that in a truly random selection process, a high probability exists that some employees will be selected several times while others may never be selected.

Why? Because after each selection, the employee's name is returned to the same pool, and he or she becomes just as likely as anyone else to be selected next time.

B. HOW ARE EMPLOYEES NOTIFIED TO REPORT FOR A TEST?

Every employee should be discreetly notified according to your company's policy, but random testing must also be conducted in strict confidence with a limited number of people having knowledge of the selection list.

Why? Because it helps maintain the element of surprise.

Best Practices: Every employer should have procedures in place to ensure that each employee receives no advanced notice of selection. But, be sure to allow sufficient time for supervisors to schedule for the administration of the test and to ensure that collection sites are available for testing.

Remember: Employers must provide appropriate privacy for each employee the fact that he or she is being tested.

C. WHAT HAPPENS IF A SELECTED EMPLOYEE IS NOT AVAILABLE FOR TESTING?

Employers need to have policies in place about what to do when employees are unavailable for testing.

Best Practices:

- If an employee selected for testing is known to be unavailable during the selection cycle (legitimate extended absence, long-term illness, etc.), document the reason and make-up the rate shortfall by making another selection, or make an extra selection during the next selection cycle.
- An employee is selected for testing but has not received notice since it is his day off, test the employee during his or her next shift within the same selection cycle.
- No employee should be excused from testing because of operational difficulties. See your industry specific regulations and interpretations for legitimate exceptions.
- Once the employee is notified to report for testing and the test does not occur, the opportunity for the random testing is over. There is no second "bite of the apple."

D. WHAT MUST EMPLOYEES DO WHEN NOTIFIED OF A RANDOM TEST?

When an employee is notified, he or she must proceed immediately to the collection site. Contrary to the *urban legends* circulating among some employees, *immediately* does not mean two hours.

Immediately means that after notification, all the employee's actions must lead to an immediate specimen collection

Why? For the integrity of the testing process.

Best Practice: Many employers develop random testing procedures or policies that clearly state what activities are acceptable after notification: for instance, which safety-sensitive duties Agency regulations permit them to complete. If an employee is notified of a random test while working "off site" or "on the road," the company's policies should spell-out exactly what the employee must do before resuming safety-sensitive functions. That way there is no misunderstanding among employees about what is expected.

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Note to Service Agents and Consortia/Third Party Administrators: Owner-operators and other employers who themselves perform safety-sensitive duties present a special notification challenge. So, if you are a service agent or C/TPA providing random selections and notices to an owner-operator, you should have written procedures on how they are notified and instructed after notification on when to report to a specific collection site. You must also have a written policy about what constitutes a refusal to test if they fail to appear for a test when notified. You should also provide these written items to these owner- operators and self-employed safety-sensitive employees.

VI. MAINTAINING AND EVALUATING YOUR RANDOM PROGRAM

It is the best practice for an employer to document everything on the entire random testing process. This includes the numbers, names drawn, dates and times of notification, dates and times of collections, why a selected employee was not tested during a selection cycle, etc. If you're not sure, document it!

Best Practices:

Service agents and C/TPAs providing random selection and testing services to employers should monitor on an ongoing basis (daily or weekly) the random tests that have been completed and compare them to those that were selected. If a random test has not been completed in an acceptable timeframe (within a day or week) of the expected test date, the service agent or C/TPA should contact the employer to determine the status of the test and take the necessary steps to ensure the test is completed within the selection period.

Employers, service agents, and C/TPA should not wait until the end of the selection period to reconcile the random testing numbers. This is a weak business practice that we want to discourage.

Remember: You must maintain all your testing records in accordance with industry specific regulations. For more information, see the document, "Employer Record Keeping Requirements for Drug and Alcohol Testing Information." You can find this document at: <http://www.dot.gov/ost/dapc/documents.html> .

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Our second bill is SF 2234 (Jasinski) and HF 1873 (Baker) and would provide a weight restriction exemption for towing and recovery vehicles so that locally imposed weight restrictions as well as spring load restrictions would not apply to towing and recovery vehicles in certain circumstances, such as when a vehicle has crashed or is inoperable on a public road, shoulder or ditch; is in a public body of water; or is itself exempted from the same weight restrictions (school buses, milk trucks, utility vehicles, garbage haulers, etc.). The weight exemption would apply when driving to the location of the vehicle being towed or recovered and also while performing the tow or recovery.

One cautionary note: In every session there are weight restriction exemption bills introduced and Rep. Frank Hornstein, Chairman of the House Transportation Committee, has always expressed concern about these types of bills. That obviously makes passage of this bill more difficult.

Governor Tim Walz is seeking a \$.20 per gallon tax increase on a fuel sold to assist in supporting stronger and better infrastructure for Highways and bridges. The MPTA along with MSSA will continue to oppose such legislation as our members cost of doing business will increase one gallon at a time.

The legislative session will conclude on May 22. Of course, if Governor Walz and the House and Senate are unable to reach a 2-year budget agreement, then the legislature could be called into overtime with a Special Session after that date.

Contributed by MPTA Lobbyist Robert Leighton

2019 DOT Random Testing Rates

The following chart outlines the annual minimum drug and alcohol random testing rates established within DOT Agencies and the USCG for 2019.

DOT: <https://www.transportation.gov/odapc/random-testing-rates>

DOT Agency	2019 Random Drug Testing Rate	2019 Random Alcohol Testing Rate
Federal Motor Carrier Safety Administration [FMCSA]	25%	10%
Federal Aviation Administration [FAA]	25%	10%
Federal Railroad Administration [FRA]	25% - Covered Service	10% - Covered Service
	50% - Maintenance of Way *	25% - Maintenance of Way *
Federal Transit Administration [FTA]	50%	10%
Pipeline & Hazardous Materials Safety Administration [PHMSA]	50%	N/A
United States Coast Guard [USCG] <i>(with the Dept. of Homeland Security)</i>	50%	N/A

“*”: Random testing began on 06/12/2017 - For more info see [e-CFR](#)

DOT – Office of Drug & Alcohol Policy & Compliance: <https://www.transportation.gov/odapc>

Light Duty Tow Truck Operator

One Day Hands-On Training Class

Wednesday, April 24, 2019

Held at the MN Dot Building

244 East Maryland Ave

St Paul, MN 55117



The one day course will focus on the basics of everyday towing with a 1-ton, flatbed, basic hook-ups, use of dollies, and wheel lifts with limited classroom instructed by Ron Feist, Ron Gardas Jr. and the Minnesota Professional Towing Association Board of Directors.

Wednesday, April 24, 2019 Agenda

7:30am Registration

8:00am to 4:30pm Classroom & Extensive Hands-On Training

- Breakfast and lunch will be provided.
- A pair of gloves and work clothes will be needed, expect to get dirty.

****All Participants will receive MPTA Certification Certificate****

Please send completed form to:

MPTA
2886 Middle Street
Little Canada, MN 55117
Phone: 651-487-2231
800-627-6782
Fax: 651-487-2447

Hands-On Training

Members: \$195.00 per student
Non-members: \$295.00 per student

Dispatchers:

Free with paid membership



Registration Form

Business Name _____ Member #: _____

Address _____

Phone _____

Name of Student (s):

Total \$

Grand Total _____

Method of Payment: Discover MasterCard Visa Check

Credit Card # _____

Signature _____

Exp. Date: _____ CVS Code _____

- Minimum of 15 participants to hold class
- Cancellation Policy - credit only for future schools

(Info) Driver Documents: Visor Card

The card is intended to help speed up the roadside inspection process by giving drivers a checklist of documents they may be asked for during an inspection.

****These are printable and are on the MPTA Website****

Are You Ready for a Vehicle and/or Driver Inspection?

To facilitate the inspection process, motor carriers and drivers must ensure that required documents maintained in the vehicle and carried by the driver are current prior to being dispatched.

Documents include but may not be limited to:

- ✓ State driver's license or commercial driver's license (CDL)
- ✓ Medical Examiner's Certificate or waiver and Skill Performance Evaluation Certificate (if applicable)
- ✓ Record of duty status (paper logs allowed if exempt from an electronic logging device (ELD))
- ✓ Vehicle registrations for the truck or tractor and trailer (if applicable)
- ✓ Periodic inspection document for all vehicles being operated
- ✓ Shipping papers or bills of lading
- ✓ Any receipts obtained throughout the trip
- ✓ Information required for hazardous materials being transported (e.g. shipping papers, permits, route plan, etc., if applicable)
- ✓ Proof of insurance must be carried in all vehicles
 - All foreign motor carriers must carry proof of liability insurance endorsement (e.g., Form MCS-90)
 - For Mexico-domiciled motor carriers authorized to operate in the U.S.-Mexico commercial zones and municipalities – Proof of insurance must show effective date and expiration date of insurance coverage
- ✓ For Mexico-domiciled motor carriers authorized to operate in the U.S.-Mexico commercial zones and municipalities – Certificate of Registration (MX Certificate)
- ✓ If required by the state – Proof of International Fuel Tax Agreement (IFTA), International Registration Plan (IRP) and/or Heavy Vehicle Use Tax

For an overview of the North American Standard Level I Inspection process, you can obtain a brochure or view a video at www.fmcsa.dot.gov/international-programs.



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

FMCSA-ESB-19-001
January 2019

www.fmcsa.dot.gov

¿Está listo para una inspección vehicular o de conductor?

Para facilitar el proceso de inspección, es necesario que los transportistas y conductores comprueben los documentos necesarios que lleven consigo estén al día antes del despacho.

Los documentos incluyen, pero no se limitan a:

- ✓ Licencia comercial de conductor (CDL) o Licencia Federal de Conductor (LFC)
- ✓ Certificado médico o exención/certificado de evaluación del desempeño de habilidades (si aplica)
- ✓ Registro de horas de servicio (Bitócora de papel se permiten si no se requiere utilizar un dispositivo de registro electrónico (ELD))
- ✓ Registros del vehículo para el camión o el remolcador/remolque (si aplica)
- ✓ Documento de verificación física mecánica para todas la(s) unidad(es) en operación
- ✓ Documentos de envío o carta porte
- ✓ Recibos obtenidos durante el viaje
- ✓ Información requerida para los materiales peligrosos transportados (ej., documento de embarque, permisos, plan de ruta, etc., si aplica)
- ✓ Incluir comprobante de cobertura en daños a terceros en todas las unidades
 - Todos los auto transportistas extranjeros deben incluir en la unidad el endorso del seguro de responsabilidad civil (ej., forma MCS-90)
 - Para transportistas domiciliados en México autorizados para operar en las zonas comerciales y municipios del Estados Unidos-México – la evidencia del seguro de responsabilidad civil en daños a terceros debe incluir las fechas de vigencia y vencimiento
- ✓ Para transportistas domiciliadas en México autorizadas para operar en las zonas comerciales y municipios del Estados Unidos-México – copia del certificado de registro (certificado MX)
- ✓ Si el estado lo exige – comprobante del Acuerdo internacional del impuesto sobre el combustible (IFTA), Plan de registro internacional (IRP), o Impuesto para uso de vehículos pesados

Para obtener una descripción general del proceso completo de la Inspección Estándar de América del Norte – Nivel I, puede obtener un folleto o ver un video en español en: www.fmcsa.dot.gov/international-programs



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

FMCSA-ESB-19-001
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www.fmcsa.dot.gov

****Save the Date****

**The Minnesota Professional
Towing Association Presents**

“The Eve of Destruction”

Saturday, August 3, 2019



26350 France Avenue

Elko New Market, MN 55020

5 Minutes South of Lakeville off I35, West on Exit 76

By the numb-ers: This winter in Minnesota

Here's a look at the impact the cold and snow, especially recent snowfall, has had on the region: mid to late February 2019.

- 3:** Daily snow records set at the Minneapolis-St. Paul International Airport in February.
- 4:** Rank of 2019 snowfall (so far) when compared to every February dating back to 1875.
- 5.3:** Inches of new snow measured at the Minneapolis-St. Paul Airport as of noon on Tuesday.
- 7:** Rail breaks on Metro Transit's Blue and Green lines. There are usually one or two per winter.
- 8:** Days with a temperature never rising above zero in Grand Forks, N.D., — the 13th longest such stretch on record, which ended Monday.
- 10:** Minnesota State Patrol squads struck and damaged this month.
- 22:** Inches of snow in Duluth in the last eight days — the annual average is 86 inches.
- 43:** Minnesota Department of Transportation snowplows struck and damaged on state roads this winter.
- 70:** Plows St. Paul deploys per shift during snow operations.
- 181:** Crashes reported to the Minnesota State Patrol from 10:30 p.m. Monday to 10:30 a.m. Tuesday.
- 216:** Plows and trucks out on the streets of Minneapolis since Saturday night.
- 1,800:** Lane miles of streets St. Paul plows have to clear during a snow emergency.
- 2,598:** Cars towed to impound lots in Minneapolis and St. Paul since the end of January.
- 3,200:** Lane miles of streets Minneapolis plows have to clear over a three-day snow emergency.
- 5,038:** Snow emergency tickets written in St. Paul in the last two snow emergencies.
- 11,161:** Snow emergency tickets written in Minneapolis in the last two snow emergencies.
- 20,377:** Calls to the Minnesota State Patrol this past week, ending Sunday night.
- \$54.8 million:** What the Minnesota Department of Transportation has spent so far on winter road maintenance —

March Madness Fun Facts

- **The UCLA Bruins have won the most championships.**

The UCLA Bruins have won 11 NCAA Tournament championships, trailed by the Kentucky Wildcats with eight.

- **Only one school has won the men's and women's championships in the same year.**

The University of Connecticut has swept the competition on both the men's and women's side not once, but twice, winning the two titles in 2004 and again 10 years later

- **Vasectomy appointments see a spike.**

Many men who are ready for a vasectomy conveniently schedule their appointment during the tournament, when they can recover while watching the madness ensue — hence the phrase "Vas Madness."

- **A No. 16 seed has never beaten a No. 1 seed.**

A No. 16 seed has never won a game against a No. 1 seed. This year, the No. 16 seeds are Hampton, Holy Cross, Austin Peay and Florida Gulf Coast.

- **The tournament record for most points scored by a player in a single-game is 61.**

Shooting guard Austin Carr scored 61 points for Notre Dame against Ohio in the first round of the tournament in 1970.



TRAA's "40 in 40" Campaign A Federal Lobbyist for the Industry

In celebration of TRAA's 40th Anniversary, an elite group of dedicated TRAA members have launched the "40 in 40" campaign. With TRAA's dedication to legislative change, and the formation of the TRAA Legislative Advocacy Network® (TRAA LAN®), a lobbyist is now a necessity to accomplish our future goals for the industry. The combined contributions of these forty members, will allow TRAA to fund the initial expense of hiring a federal lobbyist to represent the industry for the next three years. After which point, the lobbyist will be integrated into TRAA's operating expense and covered by membership dues.

This is your chance to make a difference in the forward trajectory of the towing industry. The world is changing, and the towing industry needs expert and proactive legislative lobbying to continue to look out for the interests of the industry. Don't miss out on your chance to do something good for your company now and those following behind you.

How does the campaign work?

- Donors agree to contribute \$2,500/year with a three-year commitment
- Donors will receive special recognition on TRAA's website, annual directory, and newsletter
- The first 40 donors will receive a specially designed "40 in 40" recognition
- Donors must remain members in good standing with TRAA for the duration of the campaign

Who's already in?

- * Cernosek Wrecker, Pasadena TX
- * Consolidated Towing, Bend OR
- * Emerald Towing Service, Pompano Beach FL
- * Hampshire Towing, South Hadley MA
- * INA Towing Network, Florence KY
- * Larry's Towing, Carbondale IL
- * Schmit Towing Inc., Minneapolis MN
- * Tim's Towing and Recovery, Savannah GA



Interested in joining the "40 in 40"?
Contact the TRAA Office at contact@traaonline.com to join today!

* List of donor companies accurate as of 2/28/2019. (continued on next page)



TWIN CITIES

WRECKER SALES

St. Paul, MN tcwreckersales.com
800-287-4210



www.tcwreckersales.com
1301 Jackson Street - St. Paul, MN 55117



CENTURY

BEAULES

CHALLENGER

Champion

HOLMES

CHEVRON



Minnesota Professional Towing Association 2019 Scholarship Application

The purpose of this scholarship program is to assist young men and women whom are seeking a higher education in order to develop advanced skills.

Three scholarships of \$500.00 each will be awarded annually to applicants who must be at least a senior in high school and/or 18-25 years of age and is a son, daughter, or member in good standing with the MPTA.

MPTA Scholarship Guidelines

- Applicant must have a 3.0 GPA to qualify.
- Applicant must provide proof of performance with application (official school transcript).
- Applicant must provide proof of enrollment for institute of higher education with application.
- Applicant must provide two letters of recommendation from either a teacher, school advisor, or extra circular advisor (i.e. sports coach, club advisor).
- Applications must be returned to MPTA by **May 20th** of each year.
- Students may apply for scholarship a maximum of three times.
- Applicants do not need to study in the automotive industry.

Selection Process:

- The MPTA Board of Directors will select scholarship winners based on the criteria below from the applications:
 - Accomplishments specified on application (i.e. DECA, FBLA, sports, leadership roles, etc.)
 - Student's goals, both long-term and short-term
 - Student's GPA
 - Student's work ethic (Does the students hold a part-time job as well as attend school?)
- The applications will be reviewed by the Board of Directors at the May Board meeting.
- Scholarship winners will be contacted in late May.
- The Association will give the checks to the students in the spring of each year.

Applications due no later than May 20th

All applications, letters of recommendations, and transcript should be sent to:

Minnesota Professional Towing Association
2886 Middle Street
Little Canada, MN 55117

Phone: 651-487-2231

Fax: 651-487-2447

Application, letters of recommendations, and transcript must be received by **May 20th** for consideration.
(Please print or type – if not enough space is provided please attach a separate sheet)

Name _____

Address _____

City/State/Zip _____

Phone Number (best number to reach you) _____

Name of current school _____

Name of parent or guardian _____

Name of the MPTA member with whom you are associated:

(Applicant must be the son, daughter, or member in good standing of the MPTA)

Business's Name _____

Owner's Name: _____

Name of the institute of higher education that you plan to attend:

Reason for applying (financial need): _____

List extra curricular activities: _____

Please describe any awards, honors, or leadership positions you have held/received:

Future goals (long and short term): _____

Do you currently hold a job outside of school? If so please provide name of employer:

How do you plan to use this scholarship for higher education?

Member Directory

Albert Lea	Allen's Tow & Travel 507-373-3551	Duluth	Dukes Towing 218-722-8885 Mrs. Mac's Towing 218-393-7377 East End Towing 218-349-3991	Maple Grove	Chase Towing & Transport 763-315-3995
Anoka	North Star Towing 763-427-4160	Eagan	Mark's Towing 651-454-1533	Marshall	Pulver Towing 507-828-5720
Apple Valley	Dick's Valley Service 952-432-2848	Eden Valley	Jack's Towing 320-453-6560	Medina	Kelly's Wrecker Services 763-473-0558
Austin	Midtown Towing 507-433-7374	Elk River	Collins Brothers Towing 763-241-9177	Melrose	Shaggy's Towing 320-256-7855
Baxter	Collins Brothers Towing Of St. Cloud, Inc. 218-822-5525	Excelsior	Williams Towing 952-446-9650	Minneapolis	Blaine Brothers 763-780-5130 Miller Towing 612-827-5591 Schmit Towing 763-253-1568
Blackduck	Bogart's Towing 218-835-4548	Faribault	Glenn's Service LLC 507-334-4202	Minnetonka	Kustom Karriers 952-938-4680
Blaine	Twin Cities Transport & Recovery 763-784-7501 Dan's Complete Auto Care 763-784-8668 Frovik's Towing 763-786-9220	Fergus Falls	Beyer Towing 218-205-6137	Moorhead	Aggressive Towing & Recovery 218-287-2344 Ed's Towing Service 218-233-7740
Blooming Prairie	Darrick's Preferred Auto 507-583-9994	Forest Lake	Dan's Towing 654-464-5551 Harold's Towing & Recovery 651-464-5313	New Brighton	Freeway Towing 651-633-5525 Statewide Towing 651-633-4262
Bloomington	Chief's Towing, Inc. 952-888-2201	Golden Valley	Feist Automotive 763-544-5512	Oakdale	Twin Cities Transport & Recovery 651-770-0152 Absolute Towing & Recovery 651-337-2149
Brooklyn Park	Cardinal Towing 763-535-1202 Citywide Service 763-424-4900	Hutchinson	Modern Towing 320-587-4603	Owatonna	Dean's Westside Service 507-455-1950 Sweet Towing & Repair 507-451-3424
Burnsville	Captain Towing 952-856-2901	Inver Grove Heights	South East Towing 651-451-9721	Plymouth	Plymouth Automotive 763-544-3202 Frankies Towing Co 763-595-0321
Cannon Falls	Siewert's Towing 507-263-4791	Ironton	AutoSmith Service Group 1-218-545-5715	Ramsey	Bee Line Towing 763-568-0858
Coon Rapids	Highway 10 Mobil 763-757-6789	Lakeville	Marek's Towing & Repair 952-469-3182		
Crystal	North Suburban Towing 763-535-2201	Loretto	Loretto Towing 763-479-1943		
Detroit Lake	Aggressive Towing & Recovery 218-287-2344	Mankato	Affordable Towing 507-388-8697 All American Towing 507-345-5005		

Member Directory

Red Wing	Midway Auto 651-388-8296 Siewerts Garage 651-388-9163	Tyler	Bruender's Corner Mart 507-247-5587	Independence	Kabus Auto Body & Recovery 715-985-2252
Rochester	CSC Towing 507-289-8344 Rochester Towing, LLC 507-288-7317 Pulver Towing 507-282-3851	Virginia	Armory Shell Towing & Service 218-741-6050	Roberts	Jerry's Towing 715-749-4450
Rogers	Burdas Towing 763-428-9911	Waseca	Bocks Service Inc. 507-835-5407 Tesch Service Center 507-835-4610	Superior	Lake City Towing 218-722-7781
Sauk Centre	Centre Towing Inc. 320-352-1500	Willmar	Ed's Service Center & Sales 320-235-5945	<u>ASSOCIATE</u>	
Savage	Allen's Service Inc. 952-894-1000	Winona	Borkowski Towing & Salvage 507-452-9073	<u>Auto & Equipment Sales</u>	
Scanlon	Blaine Brothers 218-879-6681	Zumbrota	Bergs Towing & Repair 507-732-5613	AW Direct Tom Welsh 608-662-3350 Tom's Auto Sales Ryan Tubbesing 651-482-8795 Twin Cities Wrecker Sales Rod Pellow 651-488-4210 Zip's Truck Equipment Paul Rottinghaus 1-800-222-6047	
Shakopee	Shakopee Towing, Inc. 952-445-0030	<u>IOWA</u>		<u>Financing/Leasing</u>	
Spring Lake Park	Citywide Service 763-432-4550	Sioux City	Meier Towing Inc 712-258-0609	Water Street Funding Tim Olson 763-742-7898	
St. Anthony	Twin Cities Transport & Recovery 612-789-4245	<u>NORTH DAKOTA</u>			
St. Cloud	Collins Brothers Towing Of St. Cloud, Inc. 320-257-5525 Andy's Towing 320-251-5691	Bismarck	Berg's 24 Hour Towing 701-663-6491	<u>Health Insurance</u>	
St. Francis	Ark Towing & Recovery 763-434-1686	<u>SOUTH DAKOTA</u>			
St. Paul	Twin Cities Transport & Recovery 651-642-1446	Big Stone	The Shop, Inc. 605-862-8215	Haas Managed Benefits Bill Haas 763-421-6153	
Stewartville	Tri-State Towing 651-439-5744	Sioux Falls	Ace Towing Inc. 605-332-2173	<u>Insurance</u>	
Stillwater	Stillwater Towing 651-439-5744	<u>WISCONSIN</u>			
		Ashland	Tomlinson's 24 Hour Towing 715-682-2717	Midwest Insurance Service John Hall 651-439-5939 Truck Writers, Inc. Shawn Sullivan 763-785-0500	
		Baldwin	Day & Nite Towing, LLC 715-684-3359	<u>Salvage/Auction</u>	
		Balsam Lake	Lake Services Unlimited 715-857-5753	Copart Inc Scott Gilles 763-432-7258	
		LaCrosse	Goldbeck Towing Service 608-781-4869	<u>Uniforms</u>	
				Cintas Dan Chanski 763-425-6666	

UPCOMING EVENTS

One Day, Basic Light Duty Tow School

April 24, 2019

MN Dot Building

7:30am Registration

**8:00am-4:30pm Classroom &
Extensive Hands-On Training**

2- Day, Heavy Duty Tow School Featuring Tom Luciano

May/June 2019

**Times and place
To be determined**

Look for more information to follow

MPTA Annual Picnic Eve of Destruction

Saturday, August 3, 2019

Elko Speedway

