

Newsbreak

February 2021 Publication of the
Minnesota Professional Towing Association



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In Memoriam Dennis Cardinal



Cardinal, Dennis age 77 of Cardinal Towing passed away on Dec. 16, 2020. Preceded in death by parents, Lawrence and Helen (Lange) Cardinal. Survived by wife of 58 years, Gloria; daughters, Denise (Bill) Gustafson, Danelle Wagner, Debra (Joel) Hilstrom, Dyane (Winford) Hunt; grandchildren, Chris (Stephanie), Stephanie (Taylor), Nathan (Ashley), Jeremy, and Matthew; 7 great-grandchildren; brothers, Larry & Doug (Dianne) Cardinal; and many other relatives and friends. Dennis was raised in Osseo. He met Gloria at the age of 13. They married in 1962 and raised 4 daughters in the city of Brooklyn Center and their families have continued to grow. As business partners they started Cardinal Towing in 1967 when Dennis built his first tow truck on the back end of his plow truck. Together they grew Cardinal Towing to be an industry leader. In 2020 Cardinal Towing was sold in order for them to retire. Dennis & Gloria enjoyed spending time with family, traveling, and life together. Dennis was loved dearly and will be deeply missed by family and friends. A Tow truck and car procession immediately followed from the funeral home to interment at Crystal Lake Cemetery. Thanks everyone in the Towing Industry celebrating the life of Dennis Cardinal!

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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**

Message From MPTA President Ron Gardas Jr.

As most of the MPTA membership knows, Dennis Cardinal passed away on Dec. 16th. Dennis was a larger-than-life personality in the towing industry. Dennis started Cardinal towing in 1967 with his wife Gloria by his side. Like many, Denny started with one truck. He took an old plow truck that he had and modified it with a boom on the back. With that drive of a spirt and his business outlook, he built Cardinal into formidable force in the northwest metro.



At the 2020 MPTA annual meeting, the board brought up the idea of having a Minnesota Professional Towing Association Hall of fame. I am excited to announce that we are moving ahead with that idea. We are still making the criteria of the application and how votes will work. The idea behind this is to remember and recognize people in our own Minnesota towing history, always working hard moving our industry and Association ahead in positive directions. Most importantly, in my opinion, is to recognize the people behind the scenes. The towers get the credit, but the true hard work is running the business behind the scenes. We will be finalizing the application process and voting committee within the next couple months. Start thinking of who you would like to see in the first class of the Minnesota Professional Towing Association Hall of Fame. Looking forward to the applications!

Ron Gardas
Twin Cities Transport & Recovery
Vice President – Heavy Operations
President –
Minnesota Professional Towing Association

WHAT'S YOUR LEPRECHAUN NAME?

The first letter of your name:

A: Paddy	H: Lucky	O: Rainbow	V: Emerald
B: Goldie	I: Shamrock	P: Pot O'	W: Teeny
C: Sneaky	J: Charmin'	Q: Giggly	X: Buddy
D: Clover	K: Mischief	R: Blarney	Y: Snaps
E: Cabbage	L: Freckles	S: Stout	Z: Tricky
F: Greenie	M: Skippy	T: Lil	
G: Fiesty	N: Fightin'	U: Corned Beef	

The month you were born in:

Jan: O'Necktie	May: McSkinnytie	Sep: O'Deals
Feb: McDiscounts	Jun: O'Stylish	Oct: McSocks
Mar: O'Cravat	Jul: McTie	Nov: O'Tiemart
Apr: McBowTie	Aug: O'Wedding	Dec: McSave



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Do You Know Your Tire Ratings?

Brian J Riker

Tires. We are around them so often in the towing world we tend to take them for granted until they are flat or fail while going down the road. This attitude can lead us down a dangerous road-especially when dealing with the heavy weights imposed by the largest of tow trucks and rotators on the market today.

Like everything else we use in our industry, tires have ratings and characteristics that make them more or less suitable for our environment. Not all tires of the same size are equal! This is especially important to consider when sourcing replacement tires for your trucks. Sure, you may save a few hundred bucks, but at what real cost?

Load Rating – Historically known as the “ply rating” because it represented how many layers of cotton fabric were used in the construction of the tire, this figure indicates the designed load carrying capacity of a tire at its specified maximum inflation pressure. This figure can be expressed in letters or numbers using agreed upon standards. Generally, the higher the value the more weight carrying capacity the tire has. Always install replacement tires with a load rating at least equal to the original equipment tires specifications.

Speed Rating – This is a critical value on heavy duty trucks, especially those with wide base or floatation tires. While most standard truck tires are now rated for 75 MPH, some specialty sizes such as the popular 425/65 R22.5 still have speed ratings as low as 68 MPH under ideal conditions, reduced even more for some surface types. With speed limits in excess of 75 MPH in some parts of the U.S., towers need to be especially aware of their speed ratings and how inflation pressure can affect their tire’s ability to handle the heat generated by higher speeds.

Application – This rating determines what type of operation the tire manufacturer intends a specific tire to be used in. There are several different variants here but mainly they deal with the differences between local/short haul, regional, long haul or severe duty service. As towers, most of us operate in short haul severe duty applications and as such we should spec our tires accordingly if we expect to get the best wear and overall life out of our investment.

Tires are usually one of the largest operating expenses for any fleet right after fuel and labor. This expense can be managed in part by selecting the proper tire for your application then closely monitoring inflation pressure and wear. Frequent inspection of your tires is critical to maximum life span.

Tires should have their pressure checked daily, with a tire gauge, when cold (before driving). Keep in mind ambient air temperature changes can quickly cause tire pressure changes. Example, when you check your tires after the first frost in the Fall you may notice a significant drop in pressure. This doesn’t mean anything is wrong with your tires, just the outside air temperature has dropped enough to cause the air inside your tires to “shrink” in response. For every 10 degrees F the ambient air temperature drops tires tend to lose 1 PSI inflation pressure.

There are even motor carrier enforcement issues regarding tire speed, load and inflation ratings. During a routine roadside inspection or crash investigation, officers can cite a motor carrier for violations of any of these ratings. The Federal Motor Carrier Safety Administration’s Safety Measurement System goes as far as assigning weighted points to these types of violations with exceeding speed ratings or operating with flat tires assigned 8 out of 10 points, meaning they are severe violations likely to cause a crash. It is important to note that the Commercial Vehicle Safety Alliance, the group that sets the Standard North American Inspection Process, considers a tire underinflated by 20 or more PSI to be flat. This could easily occur due to ambient air temperature changes if the tire’s inflation has not been checked in a while and is a small enough different to go unnoticed by eye or the old fashioned “tire thumper.”

Your tires are one of the most critical components on your vehicle and should receive regular maintenance to ensure safety, long life and the best possible return on investment. It is often said lower upfront costs do not always equal the better deal and this is especially true with tire purchases. Stay safe and keep the rubber on the road!

THE BIG THREE

SEAT BELTS. SPEEDING. CELL PHONES.



5,369 the number of truck-involved traffic crashes reported to the mn department of public safety in 2019.

BUCKLE UP

FOLLOW SPEED LIMITS

PUT DOWN THE PHONE

3

SIMPLE DECISIONS TRUCK DRIVERS CAN MAKE **EVERY DAY** TO **INCREASE SAFETY & REDUCE ACCIDENTS.**

SEATBELTS

Seat belts dramatically reduce risk of death and serious injury.

Among drivers and front-seat passengers, seat belts reduce the risk of death by **45%** and cut the risk of serious injury by **50%**.



Speed increases perception-reaction distance, braking distance, and stopping distance.

Remember to reduce speed in adverse road and weather conditions and always **slow down in work zones.**

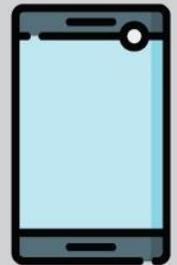
SPEEDING

CELL PHONES

Remember: Handheld cell phone use while behind the wheel of a commercial vehicle is prohibited.

Texting while driving causes a **400%** increase in time spent with your eyes off the road.

Using a hand-held mobile phone while driving a CMV can result in driver **disqualification.** Penalties can be up to **\$2,750** for drivers.



TEXTING/PHONE

462

An increase of 11% from 2019.

SEATBELTS

1,907

An increase of 30% from 2019.



SPEEDING

4,633

An increase of 30% from 2019.

Iowa Bill Could Ban Red/Blue Lights on Tow Trucks

A new bill in the Iowa legislature could change some rules for tow truck drivers. Senate File 331 would change the color of the lights allowed when working on the side of the road.

It makes provisions for lights on vehicles like snowplows and other emergency vehicles, but the bill would also ban towing or recovery vehicles from having red and blue lights unless the state or a municipality owns it.

Tow truck drivers are pushing back on a bill. Andy DeBoard, the president of longtime Des Moines towing company Perry's Service, said he and leaders of other towing companies worry that removing red and blue lights adds more danger to an already perilous job.

"Every time we open the door of our truck on the roadway, we're putting our lives on the line," DeBoard said. "The red and blue lights are visible and because they're on every emergency vehicle, you know, almost universally, they demand the respect; they demand the attention of the drivers."

DeBoard said he doesn't think drivers would pay attention to amber lights, for instance, that are widely used on non-emergency vehicles.

"They just don't demand the respect of the motoring public, like they have in the past," he said.

Source: <https://www.kcrg.com/>

Tow trucks stolen, Minneapolis 2nd Precinct Crime Watch Video Captures Stolen Truck Stealing Other Vehicles

Minneapolis Police told 5 EYEWITNESS NEWS there is a "growing trend" of people stealing tow trucks, stripping the name of the company off the side of the trucks and then using the trucks to steal other vehicles and cut off their catalytic converters.

MPD spokesperson John Elder told KSTP crime analysts have noticed an uptick in these types of crimes and are now piecing evidence together.

"We've had eight (car thefts) over a period of 24 hours last week that analysts put together that we believe were involved with stolen tow trucks," Elder said. "While the vehicle is elevated on the back of the tow truck, they're cutting off the catalytic converters, which are worth a lot of money on the black market for their precious metals."

10 charged with crimes after arrests by carjacking task force

In St. Paul, Guardian Recovery Services told KSTP one of its tow trucks was stolen last week and then was spotted and reported to authorities as a tow truck stealing other vehicles.

Guardian Recovery Services Manager Margo Duarte said there has been an increase in the tow truck community of reports of stolen trucks in the past few weeks.

"You know, it is bad enough that people are stealing cars and then we hear about tow trucks being stolen," Duarte said. "Then, to have people on social media tell us it's one of our stolen trucks being used to steal more cars, well, it is just astonishing."

Source: Jay Kolls/KSTP

Let the Fun Begin in St. Paul



Governor's Budget

As you may recall, late last month Governor Walz released his proposed budget for the next biennium. The Governor's budget increases state spending by nearly \$3 billion in the next biennium. The Governor's plan uses a combination of tax increases and the state's budget reserves to pay for his increase in state spending.

Slowly, the bills which provide the details of the Governor's budget are being introduced. Last Thursday, the Governor's tax proposal was introduced in the Minnesota House and Senate. The House Tax Committee is planning to hear the Governor's Tax Bill on Thursday. The Governor has a number of tax increases in his proposed bill. Which include the following:

- A new fifth-tier income tax rate of 10.85%, targeting married couples with an annual income of \$1 million and single filers with an annual income of \$500,000.
- An increase in the corporate tax rate from 9.8% to 11.25%. This would be the second highest corporate rate in the nation.
- A new capital gains tax of 1.5% on gains from \$500,000 to \$1 million and 4% on gains over \$1 million.
- A \$1 per pack increase in the tobacco tax and an equivalent tax increase for other tobacco products.

The Governor's budget does not include any proposals to conform our state tax laws to the federal tax law changes passed in late 2020. Minnesota does not automatically conform to federal tax law changes. Without passing conformity this session, forgivable PPP loans will be taxed and the deductibility of those expenses will not be allowed. Both the House and Senate Tax Committees have discussed proposals to conform with the federal tax treatment of PPP loans. Legislative leaders are hoping an improved budget forecast, and additional federal COVID funding, will provide the funds necessary to cover the cost of conformity.

The Governor's proposed budget is based upon the November Budget and Revenue Forecast released in December. The forecast projected a \$1.3 billion deficit in the next biennium. However, monthly revenue reports released by Minnesota Management and Budget indicate an improvement in Minnesota's revenues. January revenue exceeded the November Forecast by \$296 million. The state is scheduled to release the February Forecast on February 26th, this forecast will be the basis for the Legislature and Walz Administration to complete the budget for the next biennium. Given the improved revenue, the Walz Administration will likely release a supplemental budget proposal in early March.

Committee Deadlines/Easter & Passover Break

The 2021 Committee Deadlines have been agreed to by the Leadership of the Minnesota House and Senate.

(continued on next page)

The committee deadlines are as follows:

- 1st Deadline - March 12, 2021 – Committees must act favorably on bills in the House of origin.
- 2nd Deadline - March 19, 2021 – Committees must act favorably on bills or companion bills that met the First Deadline in the other body.
- 3rd Deadline - April 9, 2021 – Committees must act favorably on appropriation and finance bills.

The deadlines do not apply to the House Committees on Capital Investment, Ways and Means, Taxes, or Rules and Legislative Administration. In the Senate the deadlines do not apply to the Senate Committees on Capital Investment, Finance, Taxes, or Rules and Administration.

If a committee passes a bill after the deadlines, it must be referred in the Senate to the Committee on Rules and Administration and in the House to the Committee on Rules and Legislative Administration. The Rules Committee in either body may allow the deadlines to be waived for the bill, and for the bill to proceed.

The Minnesota Legislature will begin their Easter/Passover Break on March 27th and will return to St. Paul on April 6th. No Committee hearings or formal legislative action will be conducted over the holiday recess. Below are two bills (both authored by Senator Jasinski (R-Fairbault) and Rep. Baker (R-Willmar) MPTA lobbyist Rob Leighton is working on behalf of the members of the MPTA:

SF. 2234/HF 1873 - A bill for an act relating to transportation; exempting towing and recovery vehicles from certain motor vehicle weight limitations; amending Minnesota Statutes 2018, section 169.87, by adding a subdivision.

SF. 4124 - A bill for an act relating to transportation; expanding impounded vehicle charges to include recovery and storage of a motor vehicle and its cargo and accident site cleanup; amending Minnesota Statutes 2018, sections 168B.045; 168B.07, subdivision 1.

FMCSA Announces New Commercial Driver Panel Members to Provide Feedback on Critical CMV Issues and Initiatives

For more information about the MCSAC committee,

visit: <https://www.fmcsa.dot.gov/advisory-committees/mcsac/welcome-fmcsa-mcsac>

The U.S. Department of Transportation's Federal Motor Carrier Safety Administrator (FMCSA) today announced it has named 25 drivers from all sectors of the industry to serve as a new panel to the Agency's Motor Carrier Safety Advisory Committee (MCSAC) comprised of commercial motor vehicle (CMV) drivers.

"FMCSA believes in listening to our drivers and hearing their concerns directly. We know that many of the solutions to the challenges we face don't come from Washington—they come from the hard-working men and women who are behind the wheel all over our nation. This new subcommittee to MCSAC will further help us hear from America's commercial drivers," said FMCSA Deputy Administrator Wiley Deck.

This new panel will provide direct feedback to FMCSA on important issues facing the driving community—such as safety, hours-of-service regulations, training, parking, and driver experience. This new panel is comprised of 25 drivers from all sectors of the CMV industry—tractor trailer drivers, straight truck drivers, motor coach drivers, hazardous materials drivers, agriculture haulers, and more.

FMCSA has focused on hearing directly from commercial drivers and incorporating their opinions and concerns into the Agency's safety initiatives. The Agency continues to hold listening sessions and discussions with the motor carrier industry to gather feedback and shape FMCSA's priorities.



Real-time Digital Alerts Sent to Motorists When Towing Operators Are On-scene

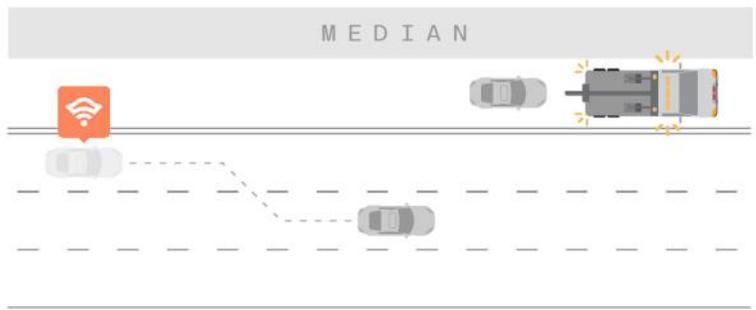
When tow personnel are assisting motorists in and around the road, Safety Cloud® by HAAS Alert delivers real-time digital alerts to approaching motorists and vehicles. Drivers that receive real-time notifications in advance have more time to slow down, move over and make safer decisions that save lives.



Real-time Digital Alerts

Motorists approaching emergency response and roadside assist personnel receive alerts inside their cars in a way they can't miss.

- Motorists take notice and proceed with more caution when responders are on-scene
- Motorists receive more time to comply with "Move Over" laws



Situational Awareness & Performance

Real-time map-based dashboard available on any device

- Fleet/vehicle location and status (e.g., "responding," "on-scene")
- Active and historical information of all incidents
- Statistics on number of drivers and vehicles alerted, incidents, runs performed, time-to-scene, time on-scene





HAAS ALERT



Fleet Activation



Responder-to-Vehicle (R2V) HA-5 Transponder

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- Stream real-time fleet vehicle location and responding status
- Improve overall situational awareness
- Enrich reporting and analytics

HAAS Alert is the leader in road-critical safety for roadside fleets and operators



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Educate Employees About COVID-19 Vaccines

A new CDC toolkit offers resources to help essential employers raise awareness and address common questions.

January 25, 2021

ALEXANDRIA, Va.—As the vaccines against COVID-19 become more available, the U.S. Centers for Disease Control (CDC) has published a toolkit to help essential employers inform their workers about vaccines to protect against COVID-19, raise awareness of the vaccines and address common questions and concerns.

Designed specifically for employers of essential workers, the toolkit contains a variety of resources that employers can use virtually or in person. There are downloadable posters and flyers to encourage vaccinations, a draft article for a company newsletter or blog, sample social media messages and images, a summary of key messages to use in communications, an educational slide deck about vaccines and a draft letter introducing the materials to employees, among other materials which businesses can customize.

Also included are FAQs tailored to employers and employees. Among the 18 questions for employers are ones about requiring vaccinations, if other protective measures can be abandoned once the workforce is inoculated and how to reassure employees that the vaccines are safe.

For example, question No. 1 of the FAQ asks: What are the benefits of having a workplace COVID-19 vaccination program?

A: Making COVID-19 vaccination part of your workplace wellness program offers many benefits to you and your employees. To keep your workplace healthy, consider offering free, on-site COVID-19 vaccination at your business locations.

Question No. 7 asks: How can I encourage my employees to get the COVID-19 vaccine?

A: Consider hosting a vaccination clinic at your workplace and contact the health department in your jurisdiction for guidance. Offer the vaccination at no charge and during work hours. If hosting a vaccination clinic at your workplace is not possible, consider other steps to encourage vaccination, listed below:

- Be flexible in your human resources policies. Establish policies that allow employees to take paid leave to seek COVID-19 vaccination in the community. Support transportation to off-site vaccination clinics.
- Use promotional posters/flyers to advertise locations offering COVID-19 vaccination in the community. Display posters about COVID-19 vaccination in break rooms, cafeterias, and other high-traffic areas.
- Post articles in company communications (e.g., newsletters, intranet, emails, portals) about the importance of COVID-19 vaccination and where to get the vaccine in the community.

The CDC said it plans to add more materials to the toolkit in the future. Access the COVID-19 Vaccine Communications Toolkit for Essential Workers <https://www.cdc.gov/coronavirus/2019-ncov/vaccines/toolkits/essential-workers.html>

Employer-Required COVID-19 Testing May Be an Alternative to the Vaccine



As employers consider whether the COVID-19 vaccination should be mandatory for employees, issues arise regarding what to do when employees have legally-protected reasons for declining the vaccine. Employers may require employees to be tested for COVID-19.

Such tests must be accurate, reliable and must be administered in a manner that is nondiscriminatory and consistently applied across the employees who are required to be tested. Employers must also remember that permitted COVID-testing does not include testing for the antibody (which is different from a viral test).

Minnesota Professional Towing Association 2021 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?

Return complete application to MPTA, 2886 Middle Street, Little Canada, MN 55117

Phone: 651-487-2231 Fax: 651-487-2447



What are the differences between a BASIC percentile, a safety rating, and a “score”?

A **Behavior Analysis and Safety Improvement Category (BASIC) percentile** is what the Federal Motor Carrier Safety Administration (FMCSA) uses to identify motor carriers with safety performance problems to prioritize them for interventions, such as warning letters or investigations. BASIC percentiles do not affect a carrier's safety rating.

A **safety rating** may be issued to a motor carrier after an Onsite Investigation.

“**Scores**” are not generated or endorsed by FMCSA. Third-party companies issue them to drivers and motor carriers, including owner-operators.

Prioritization: How it works

FMCSA's Compliance, Safety, Accountability (CSA) program uses the Safety Measurement System (SMS) to analyze data from roadside inspections, including driver and vehicle violations; crash reports from the last two years; and investigation results. The data is updated once a month and organized into seven BASICs:



Unsafe Driving
Speeding, reckless driving, improper lane change, inattention, no seatbelts



Crash Indicator
Histories of crash involvement (Not Public)



Hours-of-Service Compliance
Noncompliance with HOS regulations, including logbooks



Vehicle Maintenance
Brakes, lights, defects, failure to make required repairs



Controlled Substances/Alcohol
Use/possession of controlled substances/alcohol



Hazardous Materials Compliance
Leaking containers, improper packaging and/or placarding (Not Public)



Driver Fitness
Invalid license, medically unfit to operate a CMV

The SMS groups carriers by BASIC with other carriers that have a similar number of safety events (e.g., crashes, inspections, or violations) and then ranks carriers and assigns a percentile from 0 to 100 (the higher the percentile, the worse the performance) to prioritize them for interventions.

Get Road Smart about safety ratings

Safety ratings *may* be issued after an Onsite Investigation, pursuant to 49 CFR Part 385. Unlike a BASIC percentile, which is updated monthly, a safety rating reflects the date of the investigation. The safety ratings are listed below.

Satisfactory	The carrier received an Onsite Comprehensive Investigation indicating that safety controls are sufficient to ensure compliance with the safety fitness standard. Only an Onsite Comprehensive Investigation may result in a Satisfactory rating.
Conditional	The carrier received an Onsite Comprehensive or Focused Investigation indicating that safety controls are inadequate but have not yet resulted in violations of the safety fitness standard.
Unsatisfactory	The carrier received an Onsite Comprehensive or Focused Investigation indicating that safety controls are inadequate and have resulted in violations of the safety fitness standard, pursuant to 49 CFR 385.3. A motor carrier with a final rating of Unsatisfactory is prohibited from operating a commercial motor vehicle in interstate commerce, pursuant to 49 CFR 385.13(a).

Join FMCSA and our State Partners in a nationwide commitment to safety.

Lives depend on it.



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

AUGUST 2014 | FMC-CSA-14-012



To review your safety record and learn how to improve safety performance and compliance, visit us at <http://csa.fmcsa.dot.gov/getroadsmart/>.

Tow Truck Annual Permit Protection Denied

A tow truck driver for an MPTA member was issued a citation that charged him with being over the weight limit in violation of Minn. Stat. Section 169.824.1(A) for a tow truck towing a vehicle. The owner of the tow truck, however, had the annual permit that allows overweight towing pursuant to Minn. Stat. Section 168B.15.

The officer issuing the ticket decided that the tow truck needed to comply with all of the requirements of Minn. Stat. Section 169.829, Subd. 2 even though the tow truck had a permit issued under Minn. Stat. Section 168B.15. The requirements of these two Statutes are different.

Under **Minn. Stat. Section 169.829, Subd. 2**, a tow truck can be over limit if it is towing a disabled or damaged vehicle when the **movement is urgent** and when the movement is for the **purpose of removing the disabled vehicle from the roadway** to a place of safekeeping or repair. The officer determined that because the vehicle was not being moved from the roadway, the driver was in violation of the overweight limit requirements of the Statute.

The requirements under **Minn. Stat. Section 168B.15** for a holder of an annual permit are different: “The permit authorizes the tow truck or towing vehicle, when towing a disabled or damaged vehicle to a place of repair or to a place of safekeeping to exceed the length and weight limitations of Chapter 169.”

The requirements of the two Statutes are not the same. If you have the annual permit, the towing does not have to be for the “purpose of removing the disabled vehicle from the roadway” nor does the “movement [need to be] urgent.”

The officer’s interpretation that the tow truck needed to meet the requirements of Minn. Stat. Section 169.829, Subd. 2 even though there was an annual overweight permit issue pursuant to Section 168B.15, would eliminate any advantage of holding the annual permit. After all, since Minn. Stat. Section 169.829, Subd. 2 does not require a permit, then the holder of a permit gets no advantage in obtaining the annual permit.

The matter is currently in court and unless we can obtain a dismissal from the prosecutor, this matter will be presented to the Judge for a decision. We will update you on the final outcome of this matter.

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Auto Repossessions on the Rise

As the economic situation in America becomes more dire due to the effects of Covid-19, auto repossessions are expected to rise. Without more stimulus - jobless benefits, financial programs and consumer protections are all set to expire, causing evictions, foreclosures and auto repossessions.

“We’ve certainly seen an uptick in defaults and delinquencies,” said John Van Alst of the National Consumer Law Center. “I think that’s going to translate into a really large increase in repossessions.”

According to the credit reporting agency TransUnion, the number of auto loan accounts that are 30 days past due moved to 3.1% in August, compared to 3.0% in July.

“I’m almost certain the number of repossessions are going to increase,” said Les McCook, executive director for the American Recovery Association.

Source: <https://www.poynter.org/>

Member Directory

Aitkin	Dennis' Towing 320-684-2825	Crystal	North Suburban Towing 763-535-2201	Marshall	Pulver Towing 507-828-5720
Albert Lea	T&W Towing LLC 507-402-9829		Schmit Towing 763-253-1568	Medina	Kelly's Wrecker Services 763-473-0558
Alexandria	Dans Diesel Inc 320-762-7218	Dayton	North Suburban Towing 763-428-8940	Minneapolis	Blaine Brothers 763-780-5130
Anoka	North Star Towing 763-427-4160	Duluth	Dukes Towing 218-722-8885		Bobby & Steve's Auto World West Minneapolis 612-377-4743
Apple Valley	Dick's Valley Service 952-432-2848		Get Hooked Towing 218-461-1234		Bobby & Steve's Auto World Downtown Minneapolis 612-333-8900
Big Lake	Bob's Towing & Recovery 763-262-8697	Eagan	Mark's Towing 651-454-1533		Bobby & Steve's Auto World South Minneapolis 612-861-6133
Blackduck	Bogart's Towing 218-835-4548		Magnum Towing 651-423-7201		Miller Towing 612-827-5591
Blaine	Twin Cities Transport & Recovery, Inc. 651-642-1446	East Bethel	Schmit Towing 763-253-1568		Schmit Towing 763-253-1568
	Dan's Complete Auto Care 763-784-8668	Eden Prairie			Ed's Towing Service 218-233-7740
	Frovik's Towing 763-786-9220		Bobby & Steve's Auto World 952-944-1690	Minnetonka	Kustom Karriers 952-938-4680
	Citywide Service Corp 763-786-9020	Eden Valley	Jack's Towing 320-453-6560	Monticello	Burdas Towing 320-257-5525
Blooming Prairie	Darrick's Preferred Auto 507-583-9994	Elk River	Collins Brothers Towing 763-241-9177	Moorhead	Aggressive Towing & Recovery 218-287-2344
Bloomington		Excelsior	Williams Towing 952-446-9650		Ed's Towing Service 218-233-7740
	Bobby & Steve's Auto World 952-831-8833	Faribault	Glenn's Service LLC 507-334-4202	Motley	Collins Brothers Towing Of Motley 320-257-5525
	Bobby & Steve's Auto World West Bloomington 952-881-1024	Fergus Falls	Beyer Towing 218-205-6137	New Brighton	Freeway Towing 651-633-5525
	Chief's Towing, Inc. 952-888-2201	Forest Lake	Dan's Towing 654-464-5551		Statewide Towing 651-633-4262
Brooklyn Park			Twin Cities Transport & Recovery, Inc 651-642-1446	Newport	Absolute Towing & Recovery 651-337-2149
	Citywide Service 763-424-4900	Golden Valley	Feist Automotive 763-544-5512	Oakdale	Twin Cities Transport & Recovery, Inc. 651-642-1446
Brainerd	Collins Brothers Towing Of St. Cloud, 218-822-5525	Hamel	MN Towing and Repair 612-326-6687	Owatonna	Dean's Westside Service 507-455-1950
Burnsville	Captain Towing 952-856-2901	Inver Grove Heights			Sweet Towing & Repair 507-451-3424
Cannon Falls	Siewert's Towing 507-263-4791		South East Towing 651-451-9721		
Clearwater	Blaine Brothers 320-558-9966	Ironton	AutoSmith Service Group 1-218-545-5715		
	Collins Brothers Towing & Repair 320-257-5525	Lafayette	Five Star Towing 507-843-2677		
Columbia Heights		Lakeville	Marek's Towing & Repair 952-469-3182		
	Bobby & Steve's Auto World 952-944-1690	Little Falls	Collins Brother Towing Of Little Falls 320-257-5525		
Coon Rapids	Highway 10 Towing 763-757-6789	Loretto	Burdas Towing 320-257-5525		
	Corky's Towing 612-919-1106	Mankato	Affordable Towing 507-388-8697		

Member Directory

Paynesville
Collins Brothers Towing & Repair
320-257-5525

Plymouth Plymouth Automotive
763-544-3202
Frankies Towing Co
763-595-0321

Ramsey Nicety Towing
763-245-2619

Red Wing Midway Auto
651-388-8296
Siewerts Garage
651-388-9163

Rochester CSC Towing
507-289-8344
Rochester Towing, LLC
507-288-7317
Pulver Towing
507-282-3851

Rogers Burdas Towing
763-428-9911

Sauk Centre Centre Towing Inc.
320-352-1500

Savage Allen's Service Inc.
952-894-1000

Scanlon Blaine Brothers
218-879-6681

Spring Lake Park Citywide Service
763-432-4550

Spring Valley Southland Auto & Diesel
507-724-8778

St. Anthony Twin Cities Transport
& Recovery, Inc.
651-642-1446

St. Cloud Collins Brothers Towing
Of St. Cloud, Inc.
320-257-5525
Andy's Towing
320-251-5691

St. Francis Ark Towing & Recovery
763-434-1686

St. Paul Twin Cities Transport &
Recovery, Inc.
651-642-1446

Stillwater Stillwater Towing
651-439-5744

Strandquist Nordic Towing
1-833-667-3421

Sunburg Dans Diesel Inc
320-264-5852

Vadnais Heights
Toufong Towing & Autobody, Inc.
651-770-0403

Vernon Center
Giefer Towing & Service, Inc.
507-549-3300

Virginia
Armory Shell Towing & Service
218-741-6050

Waseca Bocks Service Inc.
507-835-5407
Tesch Service Center
507-835-4610

West St Paul
Bobby & Steve's Auto World
651-455-2788

White Bear Lake
Twin Cities Transport &
Recovery, Inc.
651-642-1446

Willmar City Line Towing
320-231-3869
Dans Diesel Inc
320-995-6108
Ed's Service Center & Sales
320-235-5945

Winona Borkowski Towing & Salvage
507-452-9073

Zumbrota Bergs Towing & Repair
507-732-5613

IOWA

Des Moines Hanifen Co, Inc
515-243-3205

Sioux City Meier Towing Inc
712-258-0609

NORTH DAKOTA

Bismarck Berg's 24 Hour Towing
701-663-6491

Grand Forks Nordic Towing
1-833-667-3421

SOUTH DAKOTA

Big Stone The Shop, Inc.
605-862-8215

Sioux Falls Ace Towing Inc.
605-332-2173

WISCONSIN

Baldwin Day & Nite Towing, LLC
715-684-3359

Balsam Lake Lake Services Unlimited
715-857-5753

LaCrosse Goldbeck Towing Service
608-781-4869

Independence Kabus Auto Body & Recovery
715-985-2252

Roberts Jerry's Towing
715-749-4450

Superior Lake City Towing
218-722-7781

ASSOCIATE

Auto & Equipment Sales
Twin Cities Wrecker Sales
Rod Pellow 651-488-4210
Worldwide Equipment Sales
Jeff Irr 815-725-4400
Zip's Truck Equipment
Paul Rottinghaus 1-800-222-6047

Health Insurance
Health & Life Financial Services
Kevin Urlaub 763-287-0055

Impound Services
eImpound
John Haliburton 218-461-1234

Insurance
Insuring Minnesota
Rick McIntosh 952-469-0425
Midwest Insurance Service
John Hall 651-439-5939
Prime Insurance
Glenn Lukacs 801-304-3776

Roadside Assistance
TowTrax
Dan Messina 769-774-0340

Safety Alerts
HAAS Alert
Noah Levens 833-433-4227

Uniforms
Cintas Brad Beyer 763-391-5266

UPCOMING EVENTS

MPTA Board Meetings

Please watch Facebook
for future Board meeting
dates and times



Southland Auto LLC
Spring Valley, MN
Isaac Hurt



&

HAAS Alert
Tom Parbs

