

NEWSBREAK

June 2025 Publication of the Minnesota Professional Towing Association



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End of 2025 Minnesota Legislative Session Update



Early morning of June 10th, the Minnesota Senate adjourned, ended the Special Session and concluded their work on the budget for the upcoming 2026-2027 biennium. The roughly \$66 billion budget represents a reduction in the budget passed in 2023 and addresses nearly half of the projected \$5 billion structural deficit in the 2028-2029 budget. Interestingly, it took three additional weeks to pass the comprehensive budget agreement, roughly the same amount of time members of the House DFL boycotted and failed to appear in St. Paul at the start of the legislative session.

While the budget proposal does make cuts, it also increases revenues by raising the tax on the yet to be opened cannabis market from 10% to 15% and cancels a sales tax exemption on energy purchased by data centers. The budget also increases numerous fees on businesses and individuals. While there are cuts to several programs, according to information provided by the Minnesota Senate GOP the budget also provides nearly \$770 million in increased revenue to state agencies.

The original agreement between legislative leaders and the Governor to pass the outstanding 15 budget and policy related bills in less than 24-hours seemed like an impossible task. In the end the House took just over 12 hours and adjourned around 10:30 pm, the Senate took a bit longer and completed their work around 2am. The House started the day by debating the proposal to eliminate state supported healthcare coverage for undocumented adults. That debate was lengthy and suggested the time allotted for passing the collection of budget bills may fall woefully short. The bill passed the House on a vote of 68-65, with DFL Speaker-Emeritus Hortman providing the final vote necessary to pass the bill. In the Senate, the debate was also long, however unlike in the House where Rep. Hortman was the lone DFL vote for the bill, Majority Leader Murphy was joined by DFL Senators Rest, Kupec and Hauschild and the bill passed 37-30.

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**If you would like to make a
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Message From MPTA President, Ron Gardas Jr.

Hello everyone, welcome to summer!

I hope everyone is soaking up the sun and all the baseball, soccer, and other youth sports. It seems like to me youth sports are a full-time job in itself. A few things to highlight still coming this year are:

Introduction to Heavy Duty Towing: This is a great class for the new driver trying to learn how to get something from point A to point B. Learning about air systems and drivelines

Advanced Light Duty: This is a great class for the light duty driver that is getting sent out and coming home without it (the casualty) is not an option. In this class. MPTA board directors teach use of snatch blocks, chain/wire rope ratings, and recovery levers.

MPTA Hall of Fame and annual meeting: MPTA will be inducting 3 nominees into the Hall of Fame again this year. These nominees have helped the towing industry move forward in one way or another. (Please note, MPTA staff sent out Hall of Fame nominee applications a few weeks ago) Always looking for great candidates. After the nomination date, there will be a voting committee that has three retired towers that are all in the Hall of Fame already to make sure that the level of membership is at the highest level.

We are still talking about ideas on how to tackle the growing number of jobs that we are not getting paid for by insurance companies. If you have good examples of this let myself or Lance Klatt know. We need concrete data- including what was said, pictures of the job, any expenses your business incurred and all other information regarding the tasks performed on that job.

We are exploring the idea of having another Advanced Heavy Duty Class. This is a monstrous undertaking. Do we want to tackle this? Let us know.

Have a good summer season,

Ron Gardas Jr

Vice President - Twin Cities Transport & Recovery



Payment Card Interchange Fee Settlement



The Court-approved deadline to file claims passed on February 4, 2025. The Class Administrator is currently reviewing timely submissions. MPTA members should check their email regularly for any notifications from the Class Administrator. I would recommend members should whitelist the paymentcardsettlement.com URL to ensure you receive all communications from the Class Administrator.

Members can check the status of their claim(s) anytime by logging in to the Merchant Portal. To log in, click the "Merchant Portal" button, and enter your username and password. After logging in, you can view your Authorization Status and Claim Status on the Account Summary page. All response deadlines are also visible in the Correspondence section of the Merchant Portal.

A timeline for distribution for valid and timely claims is not known at this time. The Paymentcard settlement.com website will be updated as soon as a timeline is known. The website will always have the most up-to-date information about distribution timelines. The call center and email response teams do not have any information other than what is available on the website. Please check this website periodically for updates.

- Lance

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Both Leaders Hortman and Murphy called the vote gut wrenching but acknowledged they had agreed to the provision as part of the session ending negotiations. The Senate votes by additional members of the DFL Senate show a strong commitment by Senator Rest to support her leader and the agreements the leader had to make. The votes by Hauschild and Kupec were more likely related to their political futures and the recognition of the challenges they will be facing in the 2026 election. Most of the remaining budget bills passed both bodies with bi-partisan support.

Legislators and the Administration will now begin implementing the new budget, while also closely monitoring what happens in Washington. It seems highly likely the legislature will need to return in the fall to address any impacts federal changes have on the state budget, to bring the budget back into balance and change existing laws to match any new federal requirements.

In the end, the 2025 Session will certainly be one for the record books. It is hard to keep track of all the drama that took place in St. Paul this year. Here are just a few of the highlights.

- The Senate started with a tie following the death of Senator Kari Dziedzic
- The 2024 Elections resulted with a tie in the House, until one newly elected member of the DFL was found to not live in the district he was elected from, resulting in a short-term GOP Majority.
- The DFL Boycotting for nearly three-weeks the start of the 2025 Session.
- The House GOP winning a decision by the Supreme Court regarding the timing of Governor Walz's call for the House Special Election, delaying that election by months.
- The House DFL winning a decision by the Minnesota Supreme Court clarifying what constitutes a quorum and nullifying the GOP's start of the 2025 Session.
- Numerous Special Elections in both bodies
- A member of the Minnesota Senate being arrested and charged with federal crimes related to the solicitation of a minor, and resigning his seat before being removed by a full vote of the Senate.

One additional highlight from the just completed Special Session involves are very own Buck Humphrey. Legislation adopted yesterday provides money to replace one of the two Minnesota statutes in Statuary Hall in the Nation's Capital. A replica of a statue located on the grounds of the Minnesota Capitol of Buck's grandfather, former U.S. Senator and Vice President Hubert Humphrey, will now also be in Statuary Hall. A recognition of not only his grandfather's legacy of leadership, but also of the entire Humphrey Family. Join us in recognizing this tremendous honor.

Transportation Omnibus EV Regulations and Fees

- Eliminates a hold harmless requirement for the surcharge on all-electric vehicles, so that increases are not limited based on prior registration and surcharge amounts imposed for the vehicle. Effective for surcharges on or after January 1, 2026.
- Modifies the surcharge on electric vehicles, to shift to surcharge calculation based on the manufacturer's suggested retail price with a declining rate (matching the schedule for the registration tax). Sets a minimum flat amount that begins at \$150 and then adjusts to \$100 on and after July 1, 2027. Effective for registrations on or after January 1, 2026.
- Establishes a surcharge on plug-in hybrid electric vehicles, calculated based on the manufacturer's suggested retail price with a declining rate (matching the schedule for the registration tax). Sets a minimum flat amount that starts at \$75 and then adjusts to \$50 on and after July 1, 2027. Effective for registrations on or after January 1, 2026.

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- Beginning July 1, 2027, imposes a tax on a public charging station operator for electricity sold as vehicle fuel at a public charging station. The rate is five cents per kilowatt hour of electricity sold. Sets requirements, specifies exemptions, and directs deposit of the revenue into the Highway User Tax Distribution (HUTD) Fund.
- Directs creation of an Electricity as Vehicle Fuel Working Group. Specifies membership and appointments, identifies duties, provides for working group administration and support, and requires a legislative report by February 13, 2026. Effective the day after enactment

Modifications Related to the Retail Delivery Fees related to certain fuel deliveries

- Specifies fifteen minutes as the amount of time that an employee is entitled to take as a rest break every four hours. Currently, the rest break requirement is stated as “adequate time.”
- Specifies at least a 30-minute meal break be provided by employers for every six consecutive hours worked. Currently, the meal break requirement is stated as “sufficient time.”

Modifications to Safe & Sick Time Laws

- Allows employers to require notification of the need to use ESST by an employee that is unforeseeable as that is “reasonably required by the employer,” instead of the current “as soon as practicable” allowance for employees.
- Allows an employer to request reasonable documentation of the need for an employee to use ESST after two consecutive scheduled work days of an employee’s use of ESST. The current law allows an employee to request this documentation after three consecutive scheduled work days.
- Provides clarifying permissive language to allow an employee to voluntarily seek or trade shifts with a replacement worker to cover the hours the employee uses as earned sick and safe time.
- Adds new clarifying language regarding an employer’s ability to advance ESST based on the number of hours an employee is anticipated to work. The new language also requires an employer to make up any difference in what would have been accrued based on the actual hours worked. This section has an effective date of January 1, 2026.

Paid Family Medical Leave

- Reduces the cap on the PFML tax from 1.2% to 1.1%

What did not happen

- Proposed Increases in the Minimum Wage to \$20/hour
- Governor Walz’s proposal to expand the sales tax to services – legal services, financial services and accounting
- No adoption of zero emissions proposals
- No new towing regulations
- No increases in corporate or individual income tax
- No business-friendly reforms to the Paid Family Medical Leave Program

June Fun Facts

Summer Solstice: In the Northern Hemisphere, June 20 or 21 marks the summer solstice, the day with the most daylight hours.

June Birthstones: Those born in June have the option of choosing between pearl, alexandrite, or moonstone as their birthstone.

June Birth Flowers: The rose and honeysuckle are June's birth flowers

National Dairy Month: June is designated as National Dairy Month in the U.S. celebrating dairy products.

Flag Day: Flag Day, commemorating the adoption of the US flag, is celebrated June 14.

Historical Events: June has been the backdrop for significant historical events like D-Day, the signing of the Magna Carta, and the release of the movie "Jaws"

Iowa to Intensify Move Over Law Enforcement

Iowa drivers will see increased law enforcement presence June 17–19 as part of a statewide effort to raise awareness and enforce the state's Move Over Law.

The Governor's Traffic Safety Bureau (GTSB), in partnership with the Central Iowa Traffic Safety Task Force and local agencies, will conduct stepped-up patrols to ensure motorists yield to vehicles on the roadside displaying flashing lights — including emergency responders, tow trucks, commercial vehicles, and passenger cars with hazard lights.

Enacted in 2002, Iowa's Move Over Law requires drivers to change lanes or slow down when approaching stopped vehicles with flashing lights. Violators face a \$210.25 fine, and in cases involving property damage, injury, or death, license suspension of 90 days to one year.

Hanifen Towing, a Des Moines-area company with more than a century of service, lost two employees in 2011 due to drivers failing to move over.

"Too many lives have been lost needlessly," said Matt Hurd of Hanifen Towing. "We've pushed for stronger protections, but real change comes when drivers stay alert and give us space."

Nationwide, about 50 tow operators are killed each year while assisting on the roadside, along with numerous police officers and emergency workers.

"All 50 states now have Move Over Laws," Hurd added. "We urge everyone to stay vigilant and look out for those helping others on the road."

Source: <https://theperrynews.com>





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MPTA Hosts Light Duty Training Class



It's officially MPTA Training Season! On Wednesday, May 14th, MPTA's One-Day Basic Light Duty Training Class brought out the best in basic light duty towing. MPTA board directors taught the early classroom portion of the school with new information and safety statistics as well as the everyday basics of getting ready for each towers shift. With new towing employees always start with the essentials. Students were taught everything from the size of chains, straps, pressure points, and even how to better prepare yourself mentally and professionally.

With thirty students in attendance, MPTA board directors hosted several training sessions featuring basic hook ups, use of dollies, scales and working load limits while experiencing use of chains and straps getting a feel for what our industry has to offer. Although the school gives you a great "Hands on" experience, it can only prepare you for the "real thing!" Teaching students the basics and advanced lessons of hooking up from the streets /parking lots, sides of a busy highway while learning the "Do's and Do not's" of our industry.



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MPTA Board Directors sponsored the event providing many vehicles and the use of their equipment. Promising the students, they will get hands on training while getting dirty- just like every MPTA sponsored towing training session. Every school the MPTA conducts, all of us learn more from the instructors as well as from our students.

Thank you to the MPTA Board Directors for their time and knowledge! Together we continue to support our industry but more importantly, our professionalism one training class at a time!

Hope to see you or your employees at the next MPTA endorsed training class!



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2025 MPTA Scholarship Winners

As an annual tradition, the Minnesota Professional Towing Association awards scholarships funding the future of our members and their employees children. These young adults deserve the same, if not a better opportunity in life to improve themselves. The scholarship program assists and rewards the children of our association for their hard work in all extracurricular activities and accomplishments in and outside of the classroom.

Congratulations to, Addison Pieczka and Grace Burda each winning a \$500 MPTA scholarship award.

Addison Pieczka, South East Towing Inc.

Addison, the daughter of Jennifer Pieczka, is a recent Graduate of Simley High School.

Addison received an Academic Letter throughout high school as well as being the President of the Spanish Club and Varsity Basketball Captain.

Addison will be attending University of South Dakota to earn a Bachelor and Masters Degree in Psychology.



Grace Burda, B&B Industries

Grace, the daughter of Lance & Layla Burda, and a recent graduate of Becker High School.

Grace currently is employed Full-time at McDonald's Meats and part time at B&B Industries working on Graphic Design projects.

Grace will be applying her scholarship money towards tuition costs at St. Cloud State while she pursues a Liberal Arts/Graphic Design Degree.



It Is Going to be a Hot One!

Published: Wednesday, June 04, 2025

By Brian J. Riker

As Memorial Day passes and we transition into the summer months, both literally and figuratively, towers need to be prepared for above average temperatures across most of the United States. The National Weather Service Climate Prediction Center has released their summer 2025 outlook and it shows the probability of above average temperatures is likely, with much of the nation at 60-70% probability for above average temperatures. There are also above average chances of extra rainfall, especially in the eastern United States which means the chances of some serious storms is increased.

Towers, and all employers, have a duty to protect their workers from environmental exposure, including heat related illnesses. This is so important to the Occupational Safety and Health Administration (OSHA) that an employer's heat illness prevention plan is literally the first document they will typically ask for during an investigation, even when heat illness is not likely to be a contributory factor.

An informal public hearing on OSHA's Heat Injury and Illness Prevention in Outdoor and Indoor Work Settings proposed rule is scheduled to be held virtually and begin on June 16, 2025. On August 30, 2024, OSHA published in the Federal Register a Notice of Proposed Rulemaking (NPRM) for Heat Injury and Illness Prevention in Outdoor and Indoor Work Settings.

The proposed standard would apply to all employers conducting outdoor and indoor work in all general industry, construction, maritime, and agriculture sectors where OSHA has jurisdiction. The standard would require employers to create a plan to evaluate and control heat hazards in their workplace. It would clarify employer obligations and the steps necessary to effectively protect employees from hazardous heat. The ultimate goal is to prevent and reduce the number of occupational injuries, illnesses, and fatalities caused by exposure to hazardous heat.

Even absent such a requirement, employers that have workers exposed to extreme climates need to provide protection and training on recognizing such hazards. Heat stroke and heat exhaustion are very real possibilities. These conditions occur when the body loses the ability to regulate its internal temperature and can happen even in relatively mild conditions, with a heat index of just 91°F, or lower, if you are in new area and not yet adjusted to the climate -such as when vacationing.

Now is also a great time to assess the health of your truck. Pay particular attention to the tires, as the temperature difference will cause inflation to change and require adjustment. Inspect the cooling system, giving the radiator fins a good spring cleaning and make sure you have extra water onboard. Not just water for the cooling system, but also drinking water to keep yourself, and your customers, hydrated. A broke down truck is not only embarrassing, it can be downright dangerous if it happens along a dangerous route or exposes you, or your customers, to elevated heat risks.

Summer means longer days, warmer weather and perhaps some well deserved recreation. With this change in the seasons we must not lose focus on safety, ours as well as that of the general public. Enjoy some time off, but please stay safe since tragedy doesn't stop just because you are on vacation.

TOW INDUSTRY  WEEK



Prevent Heat Illness at Work

Outdoor and **indoor** heat exposure can be dangerous.

Ways to Protect Yourself and Others



Ease into Work

Nearly 3 out of 4 fatalities from heat illness happen during the first week of work.

- ✓ **New and returning workers** need to build tolerance to heat (acclimatize) and take frequent breaks.
- ✓ **Follow the 20% Rule.** On the first day, work no more than 20% of the shift's duration at full intensity in the heat. Increase the duration of time at full intensity by no more than 20% a day until workers are used to working in the heat.



Drink Cool Water

Drink cool water even if you are not thirsty — at least 1 cup every 20 minutes.



Take Rest Breaks

Take enough time to recover from heat given the temperature, humidity, and conditions.



Find Shade or a Cool Area

Take breaks in a designated shady or cool location.



Dress for the Heat

Wear a hat and light-colored, loose-fitting, and breathable clothing if possible.



Watch Out for Each Other

Monitor yourself and others for signs of heat illness.



If Wearing a Face Covering

Change your face covering if it gets wet or soiled. Verbally check on others frequently.

First Aid for Heat Illness

The following are signs of a medical emergency!



- Abnormal thinking or behavior
- Slurred speech
- Seizures
- Loss of consciousness

1

» **CALL 911 IMMEDIATELY**

2

» **COOL THE WORKER RIGHT AWAY WITH WATER OR ICE**

3

» **STAY WITH THE WORKER UNTIL HELP ARRIVES**



Watch for any other signs of heat illness and act quickly. When in doubt, call 911.

If a worker experiences:

Headache or nausea
Weakness or dizziness
Heavy sweating or hot, dry skin
Elevated body temperature
Thirst
Decreased urine output



Take these actions:

- » Give water to drink
- » Remove unnecessary clothing
- » Move to a cooler area
- » Cool with water, ice, or a fan
- » Do not leave alone
- » Seek medical care if needed



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Federal law entitles you to a safe workplace. You have the right to speak up about hazards without fear of retaliation. See <https://www.osha.gov/workers> for information about how to file a confidential complaint with OSHA and ask for an inspection.

OSHA 3491 (Rev. 2017)

Big Changes Ahead at TRAA



If there's one thing that's true, it's that change is inevitable. After 12 years of dedicated service, Cynthia Martineau has decided to retire and submitted her resignation as TRAA's Executive Director to the Board of Directors effective July of this year. Cynthia is leaving the association with big shoes to fill, having been instrumental to the success of the organization over the past many years.

After much thought and consideration, Elizabeth Martineau-Dupuis (TRAA's Director of Education) has also elected to step away from the association in July. Owning and running a successful tree service business with her husband, her plate has simply become too full.

The good news is Bruce Bender of Ohio has accepted TRAA's offer to take over as Executive Director in July. Many of you already know Bruce well from his position with the Towing and Recovery Association of Ohio (TRAO). Bruce has been actively involved with TRAA for years and is well positioned to take over the role.

George Kuntz (TRAA President) shares, *"Bruce will give it his best to fill the losses. He has the knowledge and experience and comes well-recommended by Cynthia to fill the Executive Director position."*

While transitions are rarely easy, rest assured that TRAA will continue doing the good work on behalf of the industry.



Cynthia Martineau (left) and Elizabeth Martineau-Dupuis (right) were both presented with gifts in recognition of their service to the association and voted lifetime honorary TRAA members during the Annual General Membership Meeting in April

TRAA is the industry's watchdog in D.C.!

TRAA is providing this content as an industry update and, as such, our Affiliate State Towing Associations and the industry publications are **welcome** to share this content with their own distribution lists provided TRAA is cited appropriately. Feel free to email with any questions.

Record 72.2 Million Americans Expected to Travel Domestically July 4th Week

Independence Day trips are up 2.4% over last year; road trips and flights setting new records

ASHINGTON, DC (June 20, 2025) – AAA projects 72.2 million people will travel at least 50 miles or more from home over the Independence Day holiday period from Saturday, June 28 to Sunday, July 6. This year's domestic travel forecast is an increase of 1.7 million travelers compared to last year and 7 million more than in 2019. AAA's Independence Day forecast includes two weekends instead of one to better reflect the flow of holiday travelers.



“Summertime is one of the busiest travel seasons of the year, and July 4th is one of the most popular times to get away,” said Stacey Barber, Vice President of AAA Travel. “Following Memorial Day’s record forecast, AAA is seeing strong demand for road trips and air travel over Independence Day week. With the holiday falling on a Friday, travelers have the option of making it a long weekend or taking the entire week to make memories with family and friends.”

Independence Day Travelers by Mode of Transportation By Car:

AAA projects 61.6 million people will travel by car, a 2.2% increase over last year, and the highest volume on record. This Independence Day holiday period is expected to see an additional 1.3 million road travelers compared to 2024. AAA recommends getting routine vehicle maintenance ahead of your trip and packing an emergency kit. Last July 4th week, AAA responded to nearly 700,000 emergency roadside assistance calls for issues like dead batteries and flat tires, plus people locking themselves out of their car or running out of gas.

Drivers are seeing some increases at the pump, but summer gas prices are still the lowest they’ve been since 2021. This year, the price of crude oil has kept gas prices on the lower side. The Israel Iran conflict has driven up the price of oil in recent days but not dramatically. Escalation and duration of the conflict are two factors to watch. Weather is also a wild card. The Atlantic hurricane season is underway, and NOAA predicts a 60% chance of an above-normal season. Storms along the Gulf Coast can affect oil refineries and disrupt fuel deliveries, leading to a temporary increase in gas prices.

For travelers who are renting cars, AAA car rental partner Hertz says Thursday, July 3rd is expected to be the busiest day to pick up vehicles. Some of the top destinations based on advanced bookings are also on AAA’s list of most popular places to visit over July 4th: Orlando, Denver, Boston, Oahu, and Seattle. Hertz says most drivers are looking to rent SUVs and midsize sedans.

Best/Worst Times to Drive and Peak Congestion by Metro

INRIX, a provider of transportation data and insights, expects Wednesday, July 2 and Sunday, July 6 to be the busiest days on the road. Afternoon hours will be the most congested. Drivers should hit the road in the morning to avoid the worst traffic, but keep in mind construction, crashes, or severe weather could impact travel times. Watch for stopped vehicles and Slow Down, Move Over for emergency responders.

Holiday Forecast Methodology

Independence Day Holiday Travel Period

The Independence Day holiday travel period is defined as the nine-day period from Saturday, June 28 to Sunday, July 6. Historically, this holiday period included only one weekend. The expanded travel window was instituted starting in 2024 with historical results calculated back to 2019 using the new nine-day period.



Tariffs – How Will They Impact the Towing Industry Directly?

By **Brian J. Riker** President of Fleet Compliance Solutions, LLC Tariffs.

Unless you've been hiding under a rock, you'll have seen numerous news stories regarding the Trump Administration's plan to implement global tariffs. The aim of these tariffs is to address a perceived trade imbalance and shift from the long-standing world economic policy to an "America First" stance. Whether this will work remains a hotly debated topic. Respected economists on both sides of the issue have strong, valid arguments in favor or in opposition to the Administration's plans. We will have to wait and see how this all turns out.



What is a Tariff? In the context of the Trump Administration's plans, tariffs are a type of tax imposed on certain goods purchased or imported from other countries. The concept of tariffs is not new, having been around since the dawn of recorded history. The United States and our trading partners have had reasonable tariffs in effect for decades, allowing for a balance between consumer needs and financial stability for the mutual benefit of all parties involved. When used effectively, tariffs function as barriers against economic ruin for nations that rely on manufacturing to support their economy.

Without tariffs, imports from foreign countries could undercut the cost of goods produced domestically, thereby resulting in the destruction of specific industries or economic collapse. Tariffs function as the flood gates to prevent an imbalanced flow of imported goods that, left unchecked, could ruin a country's independence. Why Do Governments Impose Tariffs? The first obvious reason that governments impose tariffs is as a protective measure against the potential economic imbalance created by an underdeveloped country exporting goods at below fair market value. The second reason that governments often impose tariffs is to generate revenue.

When the government needs to raise funds for its coffers, it is often more politically palatable to tax imports than it is to increase income tax on citizens. Politicians recognize that consumers are also their constituents, and voters are aware of the income tax withheld from their paychecks and the sales tax paid at the cash register. We see those numbers in a very direct fashion with each pay period or purchase. What we don't often see as a consumer unless it becomes politicized is the tariff placed on most imported goods. Without public and media attention, consumers only see the retail price of an item. When additional taxes are not listed separately, it is easy for consumers to overlook tariffs, which is why governments use them as a revenue tool. Another reason a government will impose a tariff is to force their political will upon another nation.

Tariffs can be a highly effective tool for political negotiations when other, more traditional, diplomatic methods have failed or stagnated. This is likely why the Trump Administration is imposing and then retracting tariffs. Countries often agree to tough arrangements due to tariff threats that could harm their economy. The Impact of Tariffs on the United States In the long term, the US's domestic industries may benefit from reduced foreign competition. Tariffs will undoubtedly result in many foreign goods becoming more expensive than their domestically produced counterparts. This in turn should drive up demand for domestic products, allowing domestic industries to expand and increase production. That's the theory, but it's not always proven correct.

The biggest problem with import tariffs today is that most domestic industries have global supply chains that rely on imported materials and parts. As prices of imported materials and parts increase, domestic producers may face higher costs of production. This is especially prevalent in the automotive industry, where some parts may cross the border between the US and either Canada or Mexico several times before final installation in a finished vehicle. It is currently a common practice to manufacture a preliminary component in Canada, subsequently import it to the United States for further refinement and then transport it back to Canada or to

(continued on next page)

This vehicle is then imported into the United States as a completed assembly. This manufacturing process, while unconventional, offers cost-saving benefits to automakers. However, if import tariffs interfere with international trade, it may become harmful to the automakers. It is reasonable to anticipate that domestic manufacturers will transfer these increased production costs to consumers, resulting in higher prices for domestically produced goods. Impact of Tariffs on Our Global Partners Oxford Economics states that in countries where tariffs are imposed, the targeted industries will experience a decrease in export demand. As their goods become relatively more expensive to import, it will lead to lower sales and lost market share, as consumers switch to cheaper domestic goods. The extent of this decline hinges on how consumers change their import purchases due to higher prices from tariffs. The effects can vary significantly; if there are limited alternatives or strong brand loyalty, those brands may remain popular even with cheaper domestic options available.

” What are the Direct Impacts to the Towing Industry? The \$100 million dollar question is, “how will this directly impact the towing industry?” If we could answer that we would also be able to bring about world peace and end all suffering. In all seriousness, we can speculate but given the rapid changes in proposed tariffs by the Trump Administration, this information may be outdated before publication. The “on again, off again” nature of these tariffs make an accurate prediction impossible.. There has been an increased demand for customs bonded warehouse space, which is essential for importers because it allows them to delay payment of import fees, taxes, and tariffs until the product leaves the warehouse. This enables manufacturers to bring months, or even years, worth of goods into the US without having to pay import fees until these goods are sold.

This strategy presents a valuable opportunity for cost savings, assuming availability of warehouse space and a robust transportation network capable of handling large-scale shipments beyond the routine cycles familiar to the trucking industry. This approach enables distributors to preemptively stockpile inventory, which may contribute to maintaining stable prices over the forthcoming months as we assess the impact of the final tariff packages. So, for towers directly, this means that most of our commonly used items will still be available as usual at nearly the same prices as we are already paying.

The increased trucking activity will boost demand for heavy-duty towing and repair services in the near term. Regarding light duty towers, operations will continue as usual, and minimal impact on your revenue is expected over the coming months. What About Truck Sales? I Am Seeing a Lot of “Pre-Tariff” Deals Online Realistically, this is nothing but marketing hype! Trump Administration policies may negatively impact the light duty commercial truck segment (class 2-5), but their tariffs do not target heavy duty diesel trucks (class 6-8).

The Administration has made efforts to minimize significant impacts on heavy duty trucks. However, costs may increase slightly due to the importation of some components necessary for assembling commercial trucks from countries likely to be most affected, particularly China. The cost of tow trucks is expected to rise due to the increased price of imported steel. Several manufacturers rely on imported steel, which is now subject to substantial tariffs following the proposed doubling of steel and aluminum tariffs announced on Wednesday, May 28th. This is problematic since the most common tow trucks today are steel or aluminum deck carriers, requiring a lot of metal. The increases in body prices are expected to be more substantial than those in chassis prices, unless towing equipment manufacturers change their metal sources to domestic production or products from countries with more favorable import tariffs than China.

What About My Employees? It is well-known that the towing industry is already experiencing a labor shortage. With an increased emphasis on domestic manufacturing, many of these new job opportunities will likely offer improved working conditions, safer environments, regular hours, and consistent pay and benefits – often at a level that surpasses what the towing industry can typically afford. In summary Towers should start planning now to retain their employees, adjust the cost of goods sold to allocate more revenue for wages and benefits, and reduce reliance on imported goods.

Member Directory

Aitkin	Dennis' Towing 320-684-2825	Columbus	Blaine Brothers Truck Aline 763-786-8863	Kasson	T & K Towing Service 507-250-4573
Albert Lea	T&W Towing 507-473-2999	Crystal	Twin Cities Transport & Recovery 651-642-1446	Lakeville	Marek's Towing & Repair 952-469-3182
Anoka	North Star Towing 763-427-4160	Currie	Radke Wheel Service 507-763-3129	Luverne	G&S Auto LLC 507-283-8146
Apple Valley	Dick's Valley Service 952-432-2848	Dayton	MN Towing and Repair 612-326-6687	Mankato	Affordable Towing 507-388-8697
Arlington	After Burner Auto Body &Towing 507-964-2809		Twin Cities Transport & Recovery 651-642-1446	Marshall	Pulver Towing 507-828-5720
Austin	Otomo's Auto Towing 507-450-0051			Minneapolis	Blaine Brothers 763-780-5130 612-333-8900 Bobby & Steve's Auto World South Minneapolis 612-861-6133 Metro Wreckers Services 612-330-0013
Big Lake	Bob's Towing & Recovery 763-262-8697	Detroit Lakes	DL Towing 218-847-6362	Minnetonka	Kustom Karriers 952-938-4680
Blackduck	Bogart's Towing 218-835-4548	Duluth	Dukes Towing 218-722-8885	Montevideo	Monte Motor Sales, Inc. 320-269-6264
Blaine	Citywide Service Corp 763-786-9020 Frovik's Towing 763-786-9220 Hooked Up Towing & Recovery 612-913-0702 Twin Cities Transport & Recovery, Inc. 651-642-1446	Eagan	Magnum Towing 651-423-7201	Moorhead	Aggressive Towing & Recovery 218-287-2344 Ed's Towing Service 218-233-7740
Bloomington	Chief's Towing, Inc. 952-888-2201	Elk River	Bob's Towing of Elk River 763-441-3666 Collins Brothers Towing 763-241-9177 Lynch Wrecker Services 612-578-5168	Mountain Iron	Iron Range Towing and Automotive 218-780-1726
Blooming Prairie	Darrick's Preferred Auto 507-583-9994	Faribault	Glenn's Service LLC 507-334-4202	New Brighton	Freeway Towing 651-633-5525
Brooklyn Center	Sandoval Services 612-845-0623	Fergus Falls	Beyer Towing 218-205-6137	Newport	Absolute Towing & Recovery 651-337-2149
Brooklyn Park	Citywide Service 763-424-4900 Feist Towing 763-544-5512	Forest Lake	Dan's Towing 651-464-5551	Oakdale	Twin Cities Transport & Recovery, Inc. 651-642-1446
Burnsville	Captain Towing 952-856-2901	Grand Meadow	Gregerson Towing & Recovery 507-272-4088	Owatonna	Dean's Westside Service 507-455-1950
Cannon Falls	Siewert's Towing 507-263-4791	Inver Grove Heights	South East Towing 651-451-9721	Plymouth	Frankies Towing Co 763-595-0321 Twin Cities Transport & Recovery 763-544-3202
Clearwater	Blaine Brothers 320-558-9966	Ironton	AutoSmith Service Group 1-218-545-5715	Red Wing	Midway Auto 651-388-8296 Siewerts Garage 651-388-9163
		Lafayette	Five Star Towing 507-843-2677		

Member Directory

Rochester CSC Towing
507-289-8344

Gregerson Towing & Recovery
507-272-4088

Rochester Towing, LLC
507-288-7317
Pulver Towing
507-282-3851

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

Scanlon Blaine Brothers
218-879-6681

Shafer PLC Recovery
651-257-3975

Spring Lake Park Citywide Service
763-432-4550

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

St. Cloud Andy's Towing
320-251-5691

St. Paul Twin Cities Transport
& Recovery, Inc.
651-642-1446
PLC Recovery
651-247-9783

St. Charles Whitewater Wrecker Service
507-718-9669

Virginia Armory Shell Towing & Service
218-741-6050

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

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

Willmar City Line Towing
320-231-3869
Ed's Service Center & Sales
320-235-5945

Winona Borkowski Towing & Salvage
507-452-9073

NORTH DAKOTA

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

SOUTH DAKOTA

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

Watertown Performance Towing
218-722-7781

WISCONSIN

Ashland Tomlinson's Inc.
715-684-3359

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

Balsam Lake Lake Services Unlimited
715-857-5753

Hixton Jensen Towing and Repair
715-963-3431

LaCrosse Goldbeck Towing Service
608-781-4869

Roberts Star Equipment
715-749-4450

Superior Lake City Towing
218-722-7781

ASSOCIATE

Accounting/Towing Software
Towbook

Kendall Smith 810-320-5063

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

Credit Card Processing

Delta Payments
Kent Flannery 877-718-4490

Fabrication & Manufacturing

B&B Industries
Lance & Layla Burda 763-333-4743

Health Insurance

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

Insurance

Corporate Four Insurance
Jessica Hrabe 952-896-9535

Insuring Minnesota
Rick McIntosh 952-469-0425

Midwest Insurance Service
John Hall 651-439-5939

Insurance Subrogation

Corrective Action Recovery Solutions, LLC (C.A.R.S)
Greg Schafer 507-530-5032

Management Consulting

Professional Transport Management Company
Steve & Sue Schmit 612-366-0525

Uniforms

Cintas Kevin Gaskins 763-391-5266



UPCOMING EVENTS

MPTA Board Meeting

July 8, 2025

Dinner: 6:00 pm

Meeting: 6:30 pm

MPTA Office
Little Canada, MN

Meetings may be cancelled due to weather please
check <https://www.facebook.com/groups/mnprotow> for all
event updates.

