

# NEWSBREAK

## April 2026 Publication of the Minnesota Professional Towing Association



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### Surging Diesel Prices Squeeze Towing Industry



Diesel prices have surged far faster than gasoline since the outbreak of the U.S.-Israeli war with Iran on Feb. 28, raising concerns across transportation-dependent industries, including towing. According to the U.S. Energy Information Administration, diesel costs have climbed about 45 percent, compared to a 35 percent increase for gasoline. The agency expects diesel to peak above \$5.80 per gallon this month.

The sharp rise is tied to tight global supplies worsened by disruptions in the Persian Gulf, a major exporter of diesel and jet fuel. "You've lost that supply in a market that was already tight, and there's no way to replace that," said Jason Gabelman.

For towing companies, the impact is immediate. In Missoula, managers at Red's Towing & Accessories Plus say their diesel-powered fleet runs constantly, making fuel costs unavoidable. "Our trucks are on the road all day, every day... we see the impact," said manager Brittany Cowan, noting the company has added temporary fuel surcharges while absorbing some costs. As diesel prices remain elevated, towing operators nationwide face tighter margins and shifting demand.

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

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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 Executive Director, Lance Klatt

Hello everyone,

Summer is around the corner which means the MPTA Western National Towing Training Series is about to take flight! May 13<sup>th</sup> MPTA is hosting its Annual one-day light duty training class. A great opportunity in training your greatest investment, your employee! Please feel free to visit MPTA's Facebook page or see the one-page insert in the Newsbreak.

Throughout the years the MPTA called Elko Speedway home to our great annual picnic. Changing it up a bit and trying something new for our members and guests. May 30<sup>th</sup> MPTA is hosting its annual picnic at "The Fair on 4 at the Mall of America! Opportunity to race go-karts, play unlimited arcade games, axe-throwing, darts, unlimited soda, bar for the adults, Pizza buffet and of course, many prizes and gift giveaways! Be on the look-out for registration forms in the next week or two.

The legislative session in the towing world has been quiet to say the least. A good thing for us, on many levels. As an election year, the senate, house and governor's mansion are all on the line this coming October! With three weeks left in the legislative session, members of the legislature are trying to get out of session with a clean run into the fall.

MPTA has been working with our friends at AAA Minnesota regarding installing messaging boards on our trucks on the roadways. Simple sayings such as "slow-down, move over" on the boards. Not much resistance from the Senate and now needs to clear the house.

Please note to get your MPTA Scholarship applications (See inside Newsbreak) turned into the MPTA as soon as possible. Want to make sure our future young adults have an excellent opportunity to shine in a future career no matter what they choose. Just need them to work so we can collect Social Security some day!

That's it for now, hope to see you at a future MPTA event soon!

Your humble Executive Director- Lance



# A tower's "colorful criminal history" may be permanently disqualifying. So, what actually disqualifies a tow operator with a questionable background?

By Randall C. Resch

There are many tow applicants with histories that include violent crimes or other offenses that raise serious concerns. For this reason, when tow companies apply for—or renew—rotation privileges, both operators and dispatchers are required to submit applications to the contracting agency. In some cases, the result is a permanent disqualification.

Law enforcement agencies have a responsibility to prevent individuals convicted of serious crimes from being placed in positions of public trust. These typically include violent offenses such as homicide, robbery, assault, auto theft, and drug-related violations.

Tow owners carry a similar responsibility. They must conduct background checks to determine whether an applicant is fit to serve the motoring public and whether they meet the standard of "moral turpitude."



Moral turpitude refers to conduct that is contrary to accepted community standards of honesty, integrity, and decency. In practical terms, the question becomes: is this someone the tow owner trusts to operate expensive equipment while representing the company with professionalism and integrity?

And just as importantly, how would the public feel knowing that a convicted felon with a violent history—or even a sexual offense—has been dispatched to assist a stranded family?

## Full Disclosure Required

Hiring qualified personnel is one of the most challenging responsibilities in tow management, especially when building a roster or meeting rotation contract requirements.

While most contracts do not dictate exact staffing numbers, companies must still ensure they have enough qualified operators and dispatchers to handle spikes in call volume.

Agency policies vary, but applicants are typically required to complete a detailed Driver Information Form. This includes disclosure of arrests, convictions, and in some cases even juvenile contacts. Once completed, the form is submitted to the "tow boss" or reviewing agency for evaluation.

For example, in California, highway patrol rotation companies must complete a specific operator form that is cross-checked against a list of disqualifying offenses. The agency reviews whether the applicant has been truthful and whether any part of their history falls under permanent or temporary disqualification guidelines.

## In general, agencies maintain a structured system that identifies:

- Certain felony convictions that result in permanent disqualification
- Other serious offenses that may lead to suspension or multi-year exclusion
- A history of repeated DUI offenses, which can also disqualify an applicant
- Crimes involving violence, theft, fraud, child endangerment, or evading law enforcement

While the specifics vary, the intent is consistent: protect the motoring public and maintain trust in the rotation system.

## Company Diligence

Hiring tow operators and dispatch personnel is never simple when applicants have questionable pasts. These guidelines exist to help companies avoid placing unqualified individuals in positions of public responsibility.

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Owners must remember that failing to conduct proper background investigations can damage both the company's reputation and public trust if something goes wrong.

Most applications require full disclosure of any criminal history, and honesty is critical. Providing false information to law enforcement agencies—whether verbally or in writing—can itself be a criminal offense.

In addition to the application, fingerprint-based background checks are often conducted through systems such as LiveScan and national databases. When an applicant's record is reviewed, any undisclosed convictions or disqualifying offenses typically surface.

It is also important to understand that disqualification from one program does not always prevent employment in other areas of the towing industry. However, the responsibility for careful hiring decisions always rests with the company.

In the end, due diligence in hiring is not optional—it is essential to maintaining integrity, safety, and professionalism in the towing industry.

## TOW INDUSTRY WEEK

**Towbook is proud  
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# Grubhub Founder Wants to Change Your Flat Tire Now

**Two roadside-assistance platforms merged last month and will be led by a group of former Grubhub executives**

## Grubhub Founder Launches Roadside Assistance Platform

Grubhub co-founder Matt Maloney is now leading a new venture aimed at transforming how drivers get help when their car breaks down — and he's already talking about changing a flat tire on the spot.

The move comes after Maloney and several former Grubhub executives — including Adam DeWitt (former CEO) and Eric Ferguson (former COO) — joined forces with Curbside SOS and Honk Technologies in a merger backed by private equity firm Frontenac. The combined company will operate under the Honk Technologies name for corporate purposes but will keep both Curbside and Honk brands for their respective markets.

Curbside SOS focuses on individual motorists via a consumer app, while Honk Technologies serves insurance companies and fleet managers. Together, they completed over one million jobs last year. The platform applies Grubhub's logistics-driven model to roadside assistance, offering:

- Transparent pricing upfront
- Real-time tracking of technician arrival
- Digital payments



Gig-worker training for basic repairs like tire changes and jump-starts.

Maloney says the goal is to challenge AAA's long-dominant position in the U.S. roadside assistance market, which has over 60 million members. He's also bringing the team to Chicago, a city with deep roots in his entrepreneurial journey.

While the company is still in early stages, Maloney has already signaled that the service will be fast, tech-enabled, and designed to make roadside help as convenient as ordering food online.

## The **Ultimate** Digital Tow Toolkit

- Confirm owner and lienholder information with on-demand vehicle records.
- Verify title history, theft reports, and salvage data from the NMVTIS database.
- Streamline the notification process using digital certified mail.
- Finalize and print lien packets online, then submit them in person.

Discover more at  
[info.add123.com/mpta](https://info.add123.com/mpta)



 AutoDataDirect



# TRAA MEMBER ALERT

## LEGISLATIVE UPDATES



During the meeting at the Florida Tow Show, we revealed two exciting legislative updates, both of which are the direct result of TRAA's Congressional efforts, including our 2026 Hill Day.

### ***Introduction of the Safe Roads for Those Who Serve Act***

Senators Dave McCormick (R-PA) and Catherine Cortez Masto (D-NV) introduced the *Safe Roads for Those Who Serve Act* this month. The bill aims to increase safety for roadside workers, including tow truck operators, across the country. Among the provisions created in the bill, we are especially excited about the creation of a Public Awareness Campaign. This effort will play an essential role in educating the public about the hazards roadside workers face and how to increase the safety of these essential workers. In these provisions, tow truck operators are explicitly identified in the list of roadside workers alongside law enforcement, fire and rescue, and emergency responders.

A press release has been issued by the bill's sponsors on this legislation. In addition to TRAA leading the list of organizations that support the legislation, the press release includes a quote from TRAA Executive Director Bruce Bender.

The inclusion of TRAA and tow truck drivers in the bill and press rollout is in large part due to the Slow Down, Move Over advocacy work TRAA has been doing in Washington, DC. over the past few years.

### ***Responder and Recovery Safety in EV Fires Act***

The *Responder and Recovery Safety in EV Fires Act* was introduced late last month by Senators Tim Sheehy (R-MT) and Ron Wyden (D-OR). As many of you know, this was also a Hill Day priority for us, and we worked closely with the Zero Emission Transportation Association (ZETA), the trade association for electric vehicles (EVs) to ensure bipartisan and broad industry support of the initiative. The legislation creates a working group, of which at least two TRAA members will be a part of, to establish guidance and best practices for responding to EV fires.

Given its bipartisan nature and the standing of its sponsors, this bill is well-positioned to gain a lot of momentum in the coming months, including potential inclusion in the Surface Transportation Reauthorization. Senator Sheehy sits on the Senate Commerce Committee, which oversees these issues, and Senator Wyden is widely respected by and maintains relevant seniority in his caucus.

We anticipate a House companion to be filed in the coming weeks.

### ***Looking Forward***

We are pushing very hard for these bills to be included in the Surface Transportation Reauthorization on which Congress is currently working. We are tracking developments closely and will be sure to keep everyone updated.

Neither of these achievements would have been possible without all of your support and efforts. While our work is not yet done, these are huge steps in the right direction. We look forward to continuing to work with each of you to get these priorities over the finish line.

Please don't hesitate to reach out to [federal@tremontstrategies.com](mailto:federal@tremontstrategies.com) with any questions.

Sincerely,  
Liesl Sheehan  
Partner, Tremont Strategies Group

# APRIL FOOLS' DAY

# FUN FACTS

- *In 1996, Taco Bell caused a stir with a full-page newspaper ad claiming they bought the Liberty Bell*
- *In 1985, Sports Illustrated published a story about a fictional baseball pitcher.*
- *April Fish refers to the tradition of pinning paper fish on people's backs as a prank on April Fools' Day.*
- *In 1957, the BBC aired a fake documentary about spaghetti trees, convincing viewers that spaghetti grew on trees*
- *Some believe that April Fools' Day started from old parties celebrating the start of spring*
- *France's calendar moved New Year's from April 1st to January 1st. Leading to playful pranks on those who still celebrated in April.*



## New survey results on PFML's impact on Minnesota businesses

**Making needed adjustments to the state's new Paid Family and Medical Leave mandate is top of mind for the state's business community.** The Legislature must address operational challenges for both employers and employees to ensure that the program is functional, cost controlled and responsive to workplace dynamics. The potential for fraud must be closely monitored and eliminated as well.

That is why we just conducted a survey over the past two months focusing on the user experience so we could take that feedback directly to the Capitol.

Nearly 700 business leaders, HR departments and employees from across the state took the time to share their line of sight into the PFML management experience. We have a statistically meaningful snapshot of business sentiment – on a qualitative and quantitative level - on the actual experience with paid leave:

- **78%** of respondents have less than 100 employees, but even more significantly, **40%** of respondents represent some of our smallest businesses with fewer than 10 employees.
- **42%** of the respondents have a filed claim. Nearly **2/3** of those with filed claims have multiple claims filed - over **22%** in this subset of respondents have claims filed in the double digits.
- On a claim type level, combination claims were reported to be the highest for our respondents at **38%**.
- Employers are also surprised by the negative employee reactions to paid leave (namely the payroll tax and not having a say in voting for it) and many workers want to opt-out.

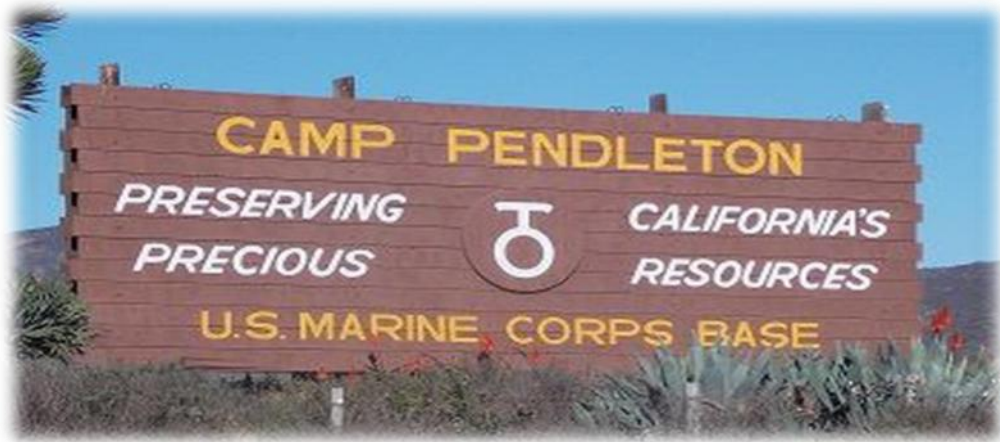
### DEED small business grants for paid leave

If you qualify as a “small employer” under the PFML program, you can apply for a grant to help cover costs when an employee has taken leave for expenses incurred after Jan 1, 2026. These grants help manage the cost of hiring temporary workers, increasing hours or wages or training staff while an employee is out on PFML.

Grants offer up to \$3,000 per leave, with a maximum of \$6,000 per employer each calendar year. The program is funded at \$5,000,000 annually, and once those funds are fully used, no additional grants will be awarded that calendar year.



## US prosecutors sue towing company for selling dozens of vehicles taken from Camp Pendleton



A Southern California towing company sold 148 impounded vehicles, many owned by Marines and sailors, in violation of federal law protecting service members' rights, the U.S. Department of Justice said in a lawsuit filed Wednesday. S&K Towing Inc., based in San Clemente, Calif., just north of Camp Pendleton, is being sued for violations of the Servicemembers Civil Relief Act (SCRA), which mandates that towing operators obtain a court order before selling service members' vehicles.

Though S&K Towing had a contract with Camp Pendleton to operate on the base and tow vehicles away, the agreement required that the company comply with federal laws governing the transfer of the vehicles, the Justice Department said in its statement. "It is unacceptable and illegal for a business to sell or dispose of these vehicles without abiding by the laws that protect service members," said Bill Essayli, the First Assistant United States Attorney for the Central District of California. A man who answered the telephone at S&K Towing on Thursday morning said the company had no comment on the lawsuit.

According to the Justice Department, the sales occurred between August 2020 and April 2025. Prosecutors said some of the vehicles were registered to addresses on Camp Pendleton, and others were sold, despite S&K Towing being told the vehicles were owned by military service members covered by the relief act.

Prosecutors did not detail why the vehicles were removed by S&K Towing from the base in the first place. Some of the vehicles were removed from the base even though their owners were deployed away from Camp Pendleton. "Service members are often absent for extended periods due to training and deployments and may not know that their vehicle has been towed," said Assistant Attorney General Harmeet K. Dhillon of the Justice Department's Civil Rights Division.

The SCRA ensures service members have adequate legal protections, including notice and the opportunity to have towing and storage fees adjusted in light of their military service, officials said. An attorney for Military Legal Assistance contacted S&K Towing in 2024 to explicitly tell them they were violating the SCRA. The attorney was told, "We do this all the time," according to the Justice Department. "The men and women who serve in our nation's military deserve peace of mind in knowing that their legal rights will be protected at home while they are away serving the United States," Essayli said.

This case is being prosecuted by the Civil Rights Division's Housing and Civil Enforcement Section and the U.S. Attorney's Office for the Central District of California. The Justice Department said that since 2011, it had obtained over \$484 million in monetary relief for more than 149,000 service members through its enforcement of the SCRA.

Source - Stars and Stripes

# FMCSA proposes UCR fee increase for 2027 as 2026 remains unchanged



The Federal Motor Carrier Safety Administration is proposing to adopt a recommended registration fee increase from the Unified Carrier Registration (UCR) Board of Directors for the 2027 registration year.

In a notice of proposed rulemaking (NPRM) published in the Federal Register Tuesday, FMCSA said the UCR Board did not recommend any change in fees for the 2026 registration year, therefore the fees remained the same as the 2025 registration year. However, for the 2027 registration year and subsequent years, the UCR Board recommended a fee increase averaging 20%, with varying increases between \$9 and \$9,329 per entity, depending on the size of the fleet.

FMCSA noted that, even after the proposed increase, the fees for registration year 2027 would still be less than those in effect during registration years 2019 through 2022. UCR fees decreased between 2020 and 2024 before increasing by 25% for registration year 2025.

After no change for 2026, FMCSA is proposing to increase fees for 2027. UCR fees from recent years and the proposed increase are:

Number of CMVs	2019	2020-'22	2023	2024	2025-'26	2027 (proposed)
0-2	\$62	\$59	\$41	\$37	\$46	\$55
3-5	\$204	\$176	\$121	\$111	\$138	\$167
6-20	\$407	\$351	\$242	\$221	\$276	\$333
21-100	\$1,420	\$1,224	\$844	\$769	\$963	\$1,163
101-1,000	\$6,766	\$5,835	\$4,024	\$3,670	\$4,592	\$5,548
1,001+	\$66,072	\$56,977	\$39,289	\$35,836	\$44,836	\$54,165

FMCSA is accepting public comments on the proposed increase [here](#) through [May 7](#).

The purpose of the 2027 fee increase is to cover a projected \$21.79 million shortfall in the statutorily required funding, FMCSA said. The projected shortfall is based on calculations showing that in 2027, the costs of making the required distributions to the states and administering the UCR Plan will exceed the revenues expected at the current fee levels.

In past years, including 2023 and 2024, these fees were decreased because of prior excess collections, unusually large fluctuations in registrant numbers, and changes in underlying economic conditions. As required by statute, the excess collections were returned to the industry, as the annual fees were reduced to account for the overcollection.

The UCR follows a two-year cycle when making fee recommendations, meaning that the collections for the 2025 registration year are used to calculate fees for the 2027 registration year, and collections for the 2026 registration year will be used to calculate fees for the 2028 registration year, and so on.

A three-month pre-registration window opens on Oct. 1 of the year prior to the registration year, and fees are due on Jan. 1 of the registration year but continue to be collected throughout the year. There is an audit and dispute resolution period in the calendar year following the registration year.



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



# Prepare for Motus: USDOT Registration System

Take action now in the FMCSA Portal to prepare for FMCSA's new registration system.



## What is happening?

In 2026, FMCSA will introduce Motus—the single, secure, and mobile-friendly online dashboard for registration actions—to all users. To facilitate the transition into the new system, motor carriers and other registered entities should ensure their FMCSA Portal account is active, the correct Portal Company Official is listed, and business information is updated.

## Do I need to take action in the FMCSA Portal?

Entities with a USDOT Number or USDOT Number and Operating Authority (MC, MX, FF Docket Number) should take action in the FMCSA Portal now.

## How can I get help with these actions?

For help navigating the FMCSA Portal and adding or removing user roles, visit <https://portal.fmcsa.dot.gov/training>.

FMCSA's registration team is also just a phone call away! Contact us Monday through Friday, 8 AM-8 PM ET, at 1-800-832-5660 for personalized assistance with any registration inquiries.

## Visit the FMCSA Portal to Prepare for Motus

Take the critical actions below now to allow you to quickly and easily claim your existing USDOT Number and create your company account in Motus when it launches to all users this year, keeping your company moving.



### Ensure Your FMCSA Portal Account is Active

- Log in to your Portal account at <https://portal.fmcsa.dot.gov> to confirm it is active.
- If you don't have an account, create one now.



### Verify Your Portal Company Official

- Ensure the correct Company Official is listed in your FMCSA Portal account. This will allow you to claim your USDOT Number in Motus and automatically populate your new Motus account with existing records, streamlining your set-up in the new system.
- The Portal Company Official should be the company owner or individual authorized to sign documents on behalf of the company.
- To claim a USDOT Number in Motus when the system launches for registrants, the Company Official must use the same Login.gov email to log into the FMCSA Portal and Motus.



### Update Your Company Information

- For a smooth transition into Motus, easily submit an online Biennial Update (MCS-150) in the Portal "Registration" tab to ensure that the most up-to-date information is on file for your business.

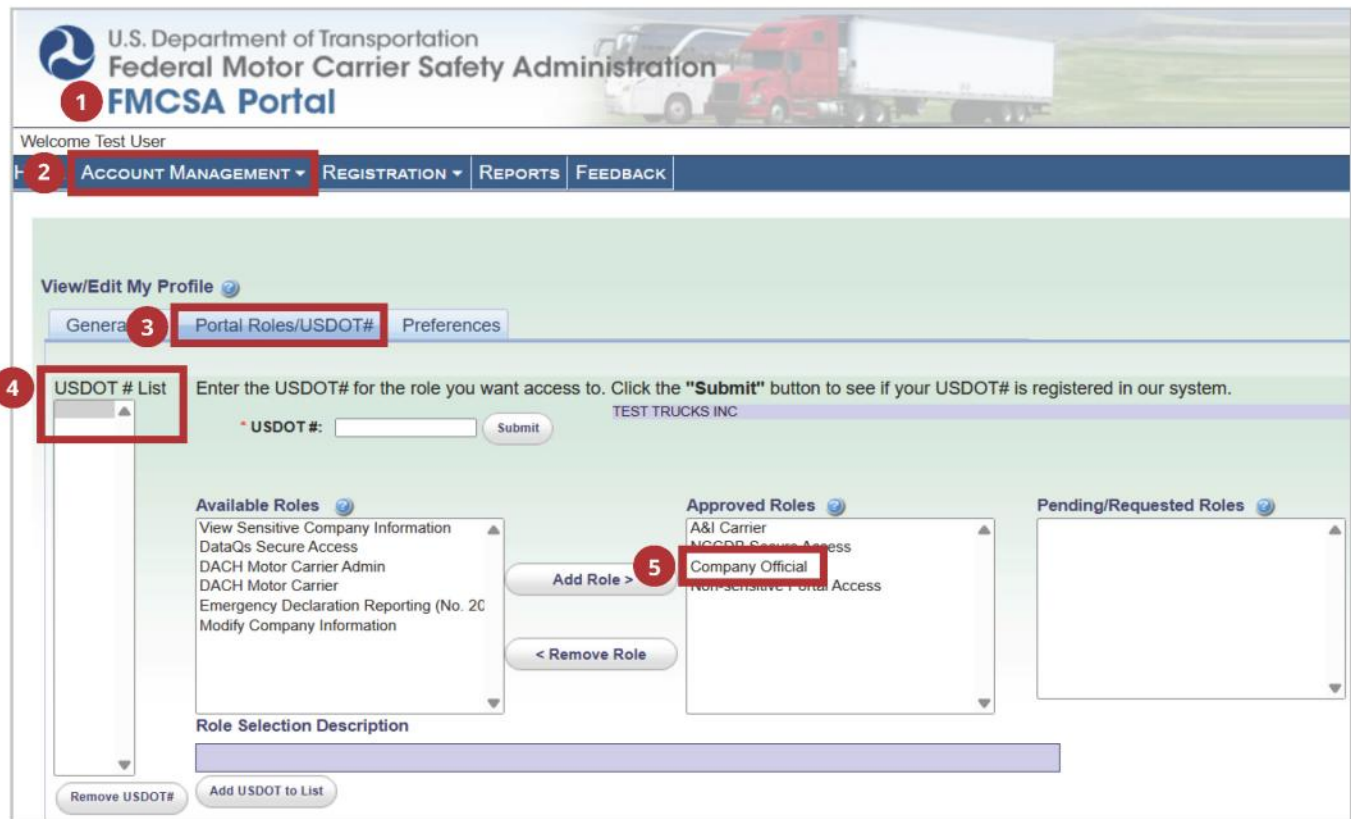
Motus: USDOT Registration System | Visit <https://www.fmcsa.dot.gov/registration/resources-hub> for more information.



## Take Action to Prepare for Motus: Verify Your FMCSA Portal Company Official

Ensuring the correct Company Official is listed in the FMCSA Portal will allow you to claim your USDOT Number in Motus and automatically populate your new Motus account with existing records, streamlining your set-up in the new system.

The Portal Company Official should be the company owner or individual authorized to sign documents on behalf of the company.



The screenshot shows the FMCSA Portal interface. At the top, it says 'U.S. Department of Transportation Federal Motor Carrier Safety Administration FMCSA Portal'. Below that is a navigation bar with 'ACCOUNT MANAGEMENT', 'REGISTRATION', 'REPORTS', and 'FEEDBACK'. The 'ACCOUNT MANAGEMENT' dropdown is highlighted with a red box and a '2'. Under 'View/Edit My Profile', there are three tabs: 'General', 'Portal Roles/USDOT#' (highlighted with a red box and '3'), and 'Preferences'. On the 'Portal Roles/USDOT#' tab, there is a 'USDOT # List' dropdown (highlighted with a red box and '4') and a 'Submit' button. Below this are three columns of roles: 'Available Roles', 'Approved Roles', and 'Pending/Requested Roles'. In the 'Approved Roles' column, 'Company Official' is listed and highlighted with a red box and '5'. At the bottom of the page, there are buttons for 'Remove USDOT#' and 'Add USDOT to List'.

- 1 Log into the **FMCSA Portal** at <https://portal.fmcsa.dot.gov/login>. Check your Login.gov email as you log in—the Company Official must use the same Login.gov email to log into the FMCSA Portal as they will use to access Motus when it launches.
- 2 Select **My Profile** from the **Account Management** dropdown at the top of the page.
- 3 Navigate to the **Portal Roles/USDOT#** tab.
- 4 Select the appropriate **USDOT Number** from the **USDOT # List**.
- 5 If you are the Company Official, confirm that **Company Official** is listed in the **Approved Roles** area.

# Member Directory

<b>Albert Lea</b>	T&W Towing 507-473-2999	<b>Coon Rapids</b>	Corky's Towing 612-919-1106	<b>Lakeville</b>	Marek's Towing & Repair 952-469-3182
<b>Anoka</b>	North Star Towing 763-427-4160	<b>Crystal</b>	Twin Cities Transport & Recovery 651-642-1446	<b>Mankato</b>	Affordable Towing 507-388-8697
<b>Apple Valley</b>	Dick's Valley Service 952-432-2848	<b>Currie</b>	Radke Wheel Service 507-763-3129	<b>Marshall</b>	Pulver Towing 507-828-5720
<b>Arlington</b>	After Burner Auto Body & Towing 507-964-2809	<b>Dayton</b>	MN Towing and Repair 612-326-6687	<b>Minneapolis</b>	Blaine Brothers 763-780-5130 612-333-8900
<b>Austin</b>	Otomo's Auto Towing 507-450-0051		Twin Cities Transport & Recovery 651-642-1446		Bobby & Steve's Auto World South Minneapolis 612-861-6133
<b>Blackduck</b>	Bogart's Towing 218-835-4548	<b>Detroit Lakes</b>	DL Towing 218-847-6362		Metro Wreckers Services 612-330-0013
<b>Blaine</b>	Citywide Service Corp 763-786-9020	<b>Duluth</b>	Dukes Towing 218-722-8885	<b>Minnetonka</b>	Kustom Karriers 952-938-4680
	Frovik's Towing 763-786-9220	<b>Eagan</b>	Magnum Towing 651-423-7201	<b>Montevideo</b>	Monte Motor Sales, Inc. 320-269-6264
	Hooked Up Towing & Recovery 612-913-0702	<b>Elk River</b>		<b>Moorhead</b>	Aggressive Towing & Recovery 218-287-2344
	Twin Cities Transport & Recovery, Inc. 651-642-1446		Collins Brothers Towing 763-241-9177		Ed's Towing Service 218-233-7740
<b>Bloomington</b>	Darrick's Preferred Auto 507-583-9994		Lynch Wrecker Services 612-578-5168	<b>Mountain Iron</b>	Iron Range Towing and Automotive 218-780-1726
<b>Bloomington</b>	Chief's Towing, Inc. 952-888-2201	<b>Faribault</b>	Glenn's Service LLC 507-334-4202	<b>New Brighton</b>	Freeway Towing 651-633-5525
<b>Brooklyn Center</b>	Sandoval Services 612-845-0623	<b>Fergus Falls</b>	Beyer Towing 218-205-6137	<b>Oakdale</b>	Twin Cities Transport & Recovery, Inc. 651-642-1446
<b>Brooklyn Park</b>	Citywide Service 763-424-4900	<b>Forest Lake</b>	Dan's Towing 651-464-5551	<b>Owatonna</b>	Dean's Westside Service 507-455-1950
	Feist Towing 763-544-5512	<b>Grand Meadow</b>	Gregerson Towing & Recovery 507-272-4088	<b>Plymouth</b>	Frankies Towing Co 763-595-0321
<b>Burnsville</b>	Captain Towing 952-856-2901				Twin Cities Transport & Recovery 763-544-3202
<b>Cannon Falls</b>	Siewert's Towing 507-263-4791	<b>Inver Grove Heights</b>	South East Towing 651-451-9721	<b>Prior Lake</b>	Zeilla Holdings 763-273-1185
<b>Clearwater</b>	Blaine Brothers 320-558-9966	<b>Ironton</b>	AutoSmith Service Group 1-218-545-5715	<b>Red Wing</b>	Midway Auto 651-388-8296
<b>Columbus</b>	Blaine Brothers Truck Aline 763-786-8863	<b>Lafayette</b>	Five Star Towing 507-843-2677		Siewerts Garage 651-388-9163

# 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  
John Pens 815-725-4400

Zip's Truck Equipment  
Paul Rottinghaus 1-800-222-6047

**Banking/Financial**

Customers Commercial Finance  
Josh Johnson 952-484-0882

## **Fabrication & Manufacturing**

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

**Insurance**

Choice Insurance, A Vizance Co.  
Tony Sullivan 612-716-2324

Corporate Four Insurance  
Jessica Hrabe 952-896-9535

Kapnick Insurance  
Marc Engel 952-905-6017

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

**Vehicle Data Information**

Auto Data Direct  
Parker Devenney 773-771-9910



# UPCOMING EVENTS

## MPTA Board Meeting

June 9, 2026

Dinner: 6:00 pm

Meeting: 6:30 pm

MPTA Office  
Little Canada, MN

## 1-Day Basic Light Duty Hands-On Training Class

May 13, 2026

Double Tree By Hilton  
2540 Cleveland Ave N  
Roseville, MN 55113



**April showers  
bring May  
flowers**



### Meaning:

It rains a lot in April. This rain is good for the flowers that will bloom in May. By extension, a period of trouble or discomfort can provide the basis for a period of happiness.