

NEWSBREAK

September 2026 Publication of the Minnesota Professional Towing Association



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City Line Towing Hosts Political Fundraiser for MPTA Legislative Champion Representative Dave Baker



The afternoon of August 27th, Jason Butler, Sherree Luft and the City Line Towing family hosted a fundraiser for MPTA legislative Champion; Representative Dave Baker in Wilmar. Great political conversations while sharing many concerns within the towing industry and the support Minnesota businesses need moving forward including reforming FMLA and ESST.

An opportunity to talk about the upcoming mid-term elections as change is happening and the afternoon of August 27th was a great day! A thank you to Rob Leighton, Josh Schafer, Ron Gardas Jr., Lance Burda, Lonnie Krackow, Chris Frovik, Lance Klatt, and Noah Kreitinger for co-hosting and MPTA members and guests for coming out and showing your support!

Hope to see each and every one of you at the next one!



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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!

Hope summer was kind to all! Fall is coming and that means MPTA training classes and more MPTA training classes! Much excitement for the MPTA Annual Meeting and Hall of Fame Celebration as well. MPTA President Ron Gardas Jr. does an amazing job with the Hall of Fame presentation/speeches and owns it very well!

Yesterday, Jason Butler, Sherree Luft and the City Line Towing team hosted a fundraiser for MPTA Legislative Champion, Rep. Dave Baker. Jason and Sherree are proof local business owners need to reach out and embrace while building relationships with local and state politicians. Rep. Dave Baker has authored many MPTA bills in the House and supports our agendas. Many stay away from politics currently, we must find ways to embrace them. Elections do have consequences.

Want to take time and congratulate Fred Peterson, Robert Schoenborn, and Roger Schuur on being inducted into the MPTA Hall of Fame as the class of 2026! This year, MPTA had five nominations as the other two nominations not receiving the votes will remain on the ballot for next year!

Hope to see most of you at an upcoming MPTA training class, Annual Meeting or Hall of Fame Ceremony or any other upcoming MPTA event!

Enjoy the rest of your summer!

Lance



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TRAA MEMBER ALERT

TRAA LOBBYIST LEGISLATIVE UPDATE

Congress is on its month-long August recess. With lots happening – and lots of gridlock – in the summer session, we thought it an opportune time to share some brief updates on the legislative priorities on which TRAA has been hard at work since our last update, especially in the Surface Transportation Reauthorization (Highway Bill).

Where Are We Now?

The Surface Transportation Reauthorization –

The Highway Bill (more formally known as the “Surface Transportation Bill”) sets federal transportation policies for the next five years, including authorizing new spending on highways, railroads, etc. The Highway Bill is the main legislative vehicle to effect policy changes impacting interstate transportation of goods and services, including industries regulated by the Federal Motor Carrier Safety Administration (FMCSA), like towing. The most recent Highway Bill was passed in 2021, meaning it expires at the end of the FY2026 fiscal year, on September 30th. Below is an update on where the House and Senate stand on the Highway Bill, including our efforts to address “Weights and Measures” restrictions.

House – The House Transportation & Infrastructure Committee marked up its version of the Highway Bill, but broke for recess without holding a floor vote on it. The House, which is not expected to return to Capitol Hill until September, hopes to hold a floor vote soon after its return.

As we shared in a previous update, we were beyond excited to see our exact weights and measures language included in the legislation. It was not an easy feat, as the initial base text included AASHTO’s request to repeal the existing weights and measures exemptions. But thanks to the tremendous groundwork laid and relationships built through TRAA’s annual Hill Day and the continued engagement of state associations and towing & recovery companies these past months, we were able to have a bipartisan amendment introduced that was – incredibly – adopted as part of the Manager’s Package (MP). Amendments included in an MP are considered bipartisan and non-controversial. This was a tremendous accomplishment and the direct result of TRAA’s steadfast work in recent years to move the needle on the issue. It positions us incredibly well going into a Senate markup and the conferring of the House and Senate bills.

The House also included our Electric Vehicle Fire Response Working Group Act (H.R. 8307) as an amendment to its Highway Bill.

Senate – Late last week, the Senate passed a short-term extension to the current Highway Bill that would run through December 11. This extension, which gives Congress more time to negotiate a final package, was passed as part of the Continuing Resolution (CR) to fund the government through the November elections and avoid another shutdown. We anticipate that this extension (along with the CR) will be passed by the House upon its September return. The added time to negotiate a final package is advantageous for us – we want the time to ensure we get the language we seek rather than a one-year extension without our policy asks.

We expect the chambers will likely preconference their versions of the Highway Bill (resolve differences before voting on a final package) in the coming months. This will allow the bill to have a smoother passage on the Senate and House floors.

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There are three Committees in the Senate responsible for writing the highway bill – Commerce, Environment and Public Works (EPW), and Banking – and weights and measures falls between two committees: Commerce and EPW. None of the Committees have released bill text for the Surface Transportation Reauthorization. However, in anticipation of committee markups, we have been working on a near-daily basis with members of these committees, as well as committee staff, to share the language included in the House bill. Our conversations remain positive, and we believe we are well positioned to overcome AASHTO's work to oppose our progress when the Senate does mark up its bill text, or in conference.

While we have not yet seen the Senate bill text, we also feel like we are in a good spot with our Electric Vehicle Fire Response Working Group Act, which his bipartisan Senate co-sponsors pushing for its inclusion. We have been working with the Senate sponsors of the bill (S.4084), who are well positioned to work on this issue and push for the inclusion of the language in the Highway Bill. Like weights & measures, regardless of whether the Senate includes the text in its bill, the House's inclusion of the language positions us well when the bills head to conference committee.

TRAA Hill Day 2027

We are thrilled to announce that TRAA Hill Day 2027 is confirmed for February 23rd and 24th! These last few years have proven that your voices on the Hill do matter. It's how we protect our industry and how we move the needle. Look for registration – and discounted hotel rooms! – coming soon.

As always, thanks for your continued work on behalf of TRAA and faith in our work on your behalf. We are proud to be your partner. Please don't hesitate to reach out with any questions.

Sincerely,
Liesl Sheehan
Tremont Strategies Group

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2-Day Advanced Light Duty Hands-On Training Class

September 9th & 10th, 2026

Held at the DoubleTree Hotel - 2540 Cleveland Ave, Roseville, MN 55113

This two day course will focus on the advanced towing and recovery including basic/advanced hook-ups and roll-overs/embankments with hands-on training instructed by Ron Feist, Ron Gardas Jr. and the Minnesota Professional Towing Association Board of Directors.



Please send completed form to:

MPTA
2886 Middle Street
Little Canada, MN 55117
Phone: 651-487-2231
Fax: 651-487-2447 or
Nikki@mnssa.com

Hands-On Training

Members: \$455.00 per student
Non-members: \$555.00 per student

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

Hotel:

DoubleTree by Hilton
2540 Cleveland Ave N
Roseville, MN 55113
651-636-4567

For Discount Room Rate
email Nikki@mnssa.com

September 9, 2026 Agenda

7:30am Registration
8:00am-4:00pm Classroom & Hands-on Training
5:00pm Annual Meeting & Hall of Fame Induction
6:30 Dinner

DoubleTree Hotel
2540 Cleveland Ave
Roseville, MN 55113

September 10, 2026 Agenda

8:00am to 4:00pm Classroom & Hands-on Training

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

All Participants will receive MPTA Certification Of Attendance

Registration Form

Business Name _____

Address _____

Phone _____

Name of Student (s):

Total \$

_____	_____
_____	_____
_____	_____
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Grand Total

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MPTA Annual Meeting and Hall of Fame Ceremony

Wednesday, September 9, 2026

Held at DoubleTree by Hilton
2540 North Cleveland Ave
Roseville, MN 55113

Meeting/Hall of Fame Ceremony at **5:30pm**
Dinner to follow

Cost: Association Members & Family of Inductees no charge.
Friends and outside acquaintances are **\$35.00 per person**.

Please RSVP by Friday, September 4, 2026 by contacting the
MPTA Office at 651-487-2231 or email Nikki at
Nikki@mnssa.com



DON'T MISS THE INDUSTRY'S PREMIERE EVENT

TOWING MUSEUM

The International Towing & Recovery Hall of Fame and Museum invites you to Museum Weekend 2026, October 16-18, in Chattanooga, Tennessee.

This special weekend honors the towing and recovery industry's history, heroes, and future through fellowship, recognition, and fundraising.

Events will be held at Erlanger Park, The Chattanooga hotel, and the Towing Museum.

THANKS TO OUR AMAZING SPONSORS



Minnesota Publishes Final Rules on Earned Sick & Safe Time

Impacted Employers: Minnesota employers

Effective Date: July 6, 2026

Summary: Minnesota has published regulations clarifying and defining various aspects of the state's law entitling employees to earned sick and safe time (ESST).

Next Steps: Review ESST policies, payroll accrual practices, rehire procedures, documentation requirements, and manager training to help comply with the final rules. More detailed next steps can be found below.

Background

While many of the final rules clarify existing statutory requirements, they provide employers with important guidance on employee eligibility determinations, accrual administration, frontloading practices, documentation requests, suspected misuse, incentive programs, and treatment of employees with irregular or indeterminate schedules.

The rules also address incentive programs, employees who work indeterminate shifts, and employers that provide leave benefits exceeding the state's minimum ESST requirements.

The following is a brief overview of the final rules.

Accrual Year

Under the final rules, if an employer fails to designate and clearly communicate the accrual year to each employee, the accrual year is a calendar year.

An employer must provide notice of a change to the start and end dates of an accrual year as part of the written notice of changes to employment terms required under state law prior to the date the change takes effect. A change to the start and end dates of an accrual year mustn't negatively impact an employee's ability to accrue ESST.

Employee Eligibility Determinations

An employer must determine in good faith whether an employee is anticipated to perform work for at least 80 hours in a year for that employer in Minnesota.

For the purposes of this requirement, "good faith" means the employer, at a minimum, evaluated the employee's anticipated work schedule and location of hours worked in a manner that is not knowingly false or in reckless disregard of the truth. Employees anticipated to work or who actually work at least 80 hours in a year for that employer in Minnesota must receive ESST in accordance with the law.

Calculation of Hours Worked

The determination of hours worked will be governed by the provisions in Minnesota Administrative Rules Section 5200.0120 and Section 5200.0121.

For an employee exempt from overtime requirements, who uses ESST for an absence of a full workday, the employer is prohibited from deducting more ESST than the number of hours for which the employee is deemed to work for the purposes of accruing ESST each workday.

Indeterminate Shifts

The final rules also provide guidance for employees who work shifts of an indeterminate length, such as shifts that depend on business needs rather than a fixed number of scheduled hours. When an employee uses ESST for an absence from such a shift, an employer may deduct ESST using only one of the following methods:

- The number of hours worked by the replacement worker, if any;
- The number of hours worked by the employee during the most recent similar indeterminate shift; or
- The greatest number of hours worked by a similarly situated employee who worked the shift.

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If the employee begins an indeterminate shift and then uses ESST for the remainder of the shift, the employer must reduce the ESST deduction by the number of hours the employee already worked.

Accrual Crediting

Under the final rules, ESST must be credited to an employee for each pay period based on all hours worked no later than the regular payday after the end of each corresponding pay period. ESST time is considered accrued when the employer credits the time to the employee.

An employer isn't required to credit employees with less than hour-unit increments of ESST.

Rehires

An employee rehired by the same employer within 180 days of the employee's separation is entitled to a maximum reinstatement of 80 hours of previously accrued but unused ESST, unless the employer agrees to a higher amount or an applicable statute, regulation, rule, ordinance, policy, contract, or other legal authority requires a greater amount.

Frontloading

When an employer frontloads or advances ESST to an employee for the remainder of the accrual year:

- The advanced amount must be calculated at no less than the rate required by law.
- Employers are not required to advance more than 48 hours of ESST unless another legal requirement applies.
- If the advanced amount is less than the amount the employee would have accrued based on actual hours worked, the employer must provide additional ESST within 15 calendar days after the employee exceeds the anticipated hours worked.

Changing Methods

Any change to an employer's method of providing ESST must be communicated to the employee in writing and isn't effective until the first day of the next accrual year.

An employer must provide notice of a change to the accrual method as part of the written notice of changes to employment terms under Minnesota law. If an employer fails to provide timely notice, the prior accrual method remains in effect, unless the employee agrees otherwise.

Employee Use

The final rules make clear that employers are prohibited from requiring an employee to use ESST. Employees have the right to choose whether to use ESST for a qualifying purpose. The rules state that when an employee requests not to use ESST for an absence, that leave isn't subject to ESST's statutory protections.

Documentation

If the employer is permitted to require reasonable documentation under the law and intends to enforce such a requirement, the requirement must be clearly communicated to the employee, and the employee must be given a reasonable amount of time to provide the reasonable documentation.

Misuse

The final rules define misuse as when an employee uses ESST for a purpose not covered by the law. Misuse isn't covered by the protections for ESST. Misuse may be subject to employer discipline.*

An employer is permitted to require reasonable documentation from an employee when there is a pattern or clear instance of suspected misuse. Under the final rules, a pattern or clear instance of suspected misuse includes, but is not limited to:

- An employee repeatedly used ESST on their scheduled workday immediately before or after a scheduled day off, vacation, or holiday;
- An employee repeatedly used increments of ESST of less than 30 minutes at the start or end of a scheduled shift;
- An employee used ESST on a day for which the employer previously denied the employee's request to take other paid leave; or
- Documentation or other evidence that conflicts with the employee's claimed use of ESST.

Employers are prohibited from denying an employee the use of ESST for a qualifying purpose based on previous misuse of or the employer's suspicion that the employee may misuse ESST.

*Employers should consult legal counsel before disciplining an employee for misuse of ESST.

Incentives and Attendance Programs

The final rules clarify how ESST may affect attendance-based bonuses, rewards, and other workplace incentives. If a bonus, reward, or incentive is tied to achieving a specified goal, such as hours worked, products sold, or perfect attendance, an employer may deny the incentive when an employee fails to meet the goal because of ESST use. However, an employer is prohibited from treating employees who use ESST less favorably than employees on other forms of leave when administering incentive programs.

More Generous Employer Leave Policies

The final rules recognize that employers may provide paid leave benefits that are more generous than the minimum ESST requirements. However, when an employer chooses to satisfy its ESST obligations through a broader paid time off or leave policy, the portion of leave used to meet Minnesota's ESST requirements remains subject to the law's standards and protections.

Next Steps

- Confirm how your organization defines and communicates its accrual year.
- Verify employee eligibility determinations are made in good faith using anticipated schedules and Minnesota work locations.
- Ensure ESST accrues based on all applicable hours worked.
- Review payroll processes to ensure accrued ESST is credited no later than the regular payday after each pay period.
- Verify tracking of rehired employees and reinstatement of eligible ESST balances.
- Update documentation request procedures.
- Train managers on misuse standards and documentation rules.
- Make sure employees are not required to use ESST.
- We appreciate you taking care of this — it helps keep things running smoothly.



Here are five fun random facts: sharks are older than trees, honey never spoils, sea otters hold hands when they sleep, an ostrich eye is bigger than its brain, and bananas are curved because they grow toward the sun.

Sharks: Have lived on Earth for 400 million years. Trees showed up 350 million years ago.

Honey: Archaeologists found 3,000-year-old honey in Egyptian tombs that is still good to eat.

Sea Otters: They hold hands in the water so they do not drift apart.

Ostriches: Their eyes are bigger than their entire heads.

Bananas: They grow against gravity toward the light in a process called negative geotropism.

Orange County tow company to pay \$160,000 for illegally auctioning Camp Pendleton service member vehicles

A San Clemente-based towing company has agreed to a \$160,000 settlement with the Justice Department for illegally auctioning vehicles that were towed from Marine Corps Base Camp Pendleton and were owned by members of the military.

The lawsuit alleged that between August 2020 and April 2025, S&K Towing Inc illegally sold or disposed of nearly 150 vehicles, many of which were registered to Camp Pendleton addresses. In other cases, vehicles were auctioned even after they were told that the owner was in the military.

According to the Servicemembers Civil Relief Act (SCRA), tow companies are required to obtain a court order before selling or disposing of a vehicle owned by an SCRA-protected servicemember.

"This settlement sends a strong message that all towing companies must recognize servicemembers' rights and take the necessary steps to comply with the SCRA," Assistant Attorney General Harmeet K. Dhillon of the Justice Department's Civil Rights Division said in a news release.

In May 2024, a Military Legal Assistance attorney contacted S&K Towing and explained that the company was violating the SCRA. In response, a manager at S&K Towing told the attorney, "We do this all the time." S&K Towing will pay \$160,000 to servicemembers who were affected by the illegal towing and auctioning of their vehicles.

The company is in the process of shutting down its operations, according to the DOJ, and has agreed to comply with SCRA policies and procedures should it reopen.



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Minnesota Minimum-wage rate adjusted for inflation as of Jan. 1, 2027

Minnesota Department of Labor and Industry sent out a notice of an increase in the State Minimum wage rate increase. Please be sure to address in writing with each employee. At end of the year, MPTA will send out an updated decal to place on or near the current labor poster.



For immediate release

Aug. 19, 2026

MINIMUM-WAGE RATE ADJUSTED FOR INFLATION AS OF JAN. 1, 2027

Minnesota's minimum-wage rate will be adjusted for inflation on Jan. 1, 2027, to \$11.87 an hour for all employers in the state.

The 90-day training wage for workers under age 20 will increase to \$9.68. These rates reflect a 3.99% increase.

The cities of Minneapolis and St. Paul have minimum-wage ordinances that require higher minimum-wage rates for work performed in Minneapolis and St. Paul.

Minnesota law requires employers to display state-mandated posters in a location where employees can easily see them. The new minimum-wage poster will be available for download this fall.

Employee wage notice updates may be required

As part of Minnesota's employee wage notice requirement, employers are required to provide each employee with a written notice of any change before the change takes effect, including a change to the employee's rate of pay. Learn more about the employee wage notice requirement.

Media contact: James Honerman at 651-284-5313 or james.honerman@state.mn.us.

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New Research Finds Most Drivers Think Speeding Is Normal, Putting Everyone At Risk.

AAA Foundation Study examines the growing acceptance of speeding and public support for speeding countermeasures.

Washington, D.C.]: (August 18, 2026) — “No one actually drives the speed limit.” Three in ten drivers agreed with that statement in a new study from the AAA Foundation for Traffic Safety (AAAFTS), highlighting how speeding has become normalized on today’s roads.

While most drivers agreed that posted speed limits are appropriate, many also considered driving 10 mph over the limit acceptable, and nearly half believed keeping up with traffic is safer than obeying the posted limit.

Those attitudes matter because speeding continues to have deadly consequences. According to the National Highway Traffic Safety Administration, speeding was a factor in nearly 30% of traffic fatalities in 2024.

“Findings from this research show that some drivers in the United States view speeding as a normal part of driving,” said Dr. David Yang, President and Executive Director of the AAA Foundation for Traffic Safety. “When people take cues from surrounding traffic instead of following posted speed limits, it creates a culture that makes crashes more difficult to prevent and roads less safe for everyone.”

The findings suggest many drivers aren’t speeding simply to save time—they’re often convincing themselves that speeding is the right choice for the situation.

Drivers’ top reasons for speeding:

- To get around slower drivers (31%)
- To reach their destination faster (25%)
- To avoid holding up traffic (21%)

Drivers’ top reasons to slow down:

- To avoid getting a ticket (79%)
- To avoid being involved in a crash (72%)
- Bad weather (60%)

The report also found that drivers generally prefer countermeasures that encourage safer speeds over those that physically force them to slow down. Drivers expressed strong support for increased police presence in areas with a history (87%) or potential (88%) for speed-related crashes, and roughly seven in ten supported automated speed cameras in those locations. Drivers also viewed advisory Intelligent Speed Assistance (ISA) – in-vehicle warnings or alerts when a driver exceeds the speed limit – more favorably than technology that automatically limits vehicle speed.

Support declined for countermeasures that remove driver choice. Although more than nine in ten drivers believed speed humps are effective, fewer than half supported installing them in their own neighborhoods. Support for ISA decreased as the technology became more restrictive, i.e. if the driver could not override the system.

“There is no silver bullet for addressing traffic safety risks caused by speeding,” Dr. Yang said. “Understanding which strategies drivers are most willing to adopt can help policymakers and safety professionals develop interventions that are both effective and publicly acceptable.”

Changing attitudes around speeding will take time, but drivers can make a difference now by making safe speed choices each time they get behind the wheel.

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“Choosing the right speed isn’t about how quickly you’ll get there—or how fast everyone else is driving,” said Dr. Bill Van Tassel, Manager of AAA’s national driver training program. “It’s about choosing a pace that gives you the time and space to react when something unexpected happens. That’s what helps prevent crashes.”

Choose your speed based on:

- **The posted speed limit** – think of it as a benchmark for a safe and appropriate speed. The posted speed limit is the maximum, not the minimum speed you should be driving.
- **Visibility** —What you can see determines how much time you have to react.
- **Road conditions** — Weather and traction affect your ability to stop safely.
- **Space around your vehicle** — Don’t let surrounding traffic dictate your speed; leave yourself enough room to respond to the unexpected.

If you find yourself driving the speed limit while everyone around you is speeding,

- Stay in the rightmost lane and avoid driving in the passing lane.
- Maintain a steady, predictable speed.
- Increase your following distance and watch for faster vehicles approaching from behind.

To read the report and supporting materials, visit the AAA Foundation for Traffic Safety’s website.

About the AAA Foundation for Traffic Safety.

The AAA Foundation for Traffic Safety is a 501(c)(3) nonprofit, publicly supported charitable research and education organization. It was founded in 1947 by the American Automobile Association to conduct research to address growing highway safety issues. The organization’s mission is to identify traffic safety problems, foster research that seeks solutions, and disseminate information and educational materials. AAA Foundation funding comes from voluntary, tax-deductible contributions from motor clubs associated with the American Automobile Association and the Canadian Automobile Association, individual AAA club members, insurance companies and other individuals or groups.

Hawaii Expands Slow Down, Move Over Law

A new Hawaii law expands “Slow Down, Move Over” protections to all stationary vehicles stopped along the roadside.

Act 95, which took effect this year, requires drivers to slow to a reasonable and prudent speed and, when safe and possible, move into an adjacent lane when passing a stopped vehicle. The law applies to emergency responders, tow truck operators, stranded motorists and others experiencing vehicle trouble.

If changing lanes is not safe or possible, drivers must continue at a safe, reasonable speed and stop only when necessary to avoid a collision.

State officials highlighted the expanded law Tuesday at the Hawaii State Capitol, emphasizing the dangers faced by people working or standing near traffic.

The law was inspired in part by the death of Corey Iodice, a Connecticut tow truck operator who was struck and killed by an impaired driver while assisting a stranded motorist.

Officials say the message is simple: Slow down, move over and protect everyone working or stopped along Hawaii’s roads.

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





1-Day Intro to Heavy Duty Hands-On Training Class

Tuesday, October 13, 2026

Held at the DoubleTree Hotel— 2540 Cleveland Ave, Roseville, MN 55113

The one day course will focus on Air Systems, Brakes and Basic Hook Ups of heavy duty equipment with hands-on training instructed by the Minnesota Professional Towing Association Board of Directors.

Please send completed form to:

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

Hands-On Training:

Members: \$345.00 per student*
Non-members: \$445.00 per student*

***Save \$100.00! Register for the October 14th Intermediate Heavy Duty Training Class also**

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

Hotel:

DoubleTree by Hilton
2540 Cleveland Ave N
Roseville, MN 55113
651-636-4567

For Discount Room Rate
email Nikki@mnssa.com

October 13, 2026 Agenda

8:30am Registration

8:45am to 5:00pm Classroom and Extensive Hands-On Training

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

****All Participants will receive MPTA Certification of Attendance****

Registration Form

Business Name _____

Address _____

Phone _____

Name of Student (s):

Total \$

_____	_____
_____	_____
_____	_____
_____	_____

Grand Total _____

Method of Payment: ☐ Visa, Mastercard, Discover, Amex ☐ Check

Credit Card # _____ CVS Code _____

Name on Card _____ Exp. Date: _____

Address for Card _____
(including City, State & Zip)



1-Day Intermediate Heavy Duty Hands-On Training Class

Wednesday, October 14, 2026

Held at East Metro Public Safety Training Facility
1881 Century Ave North
Maplewood, MN 55109

The one day course will focus on Heavy Hook-Ups, Towing, Buses, Cement Trucks and Large Vehicles of heavy duty equipment with hands-on training instructed by the Minnesota Professional Towing Association Board of Directors.

Please send completed form to:

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

Hands-On Training:

Members: \$345.00 per student
Non-members: \$445.00 per student

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

Hotel:

Country Inn & Suites

6003 Hudson Rd
Woodbury, MN 55125
651-739-7300

October 14, 2026 Agenda

8:30am Registration

8:45am to 5:00pm Classroom and Extensive Hands-On Training

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

****All Participants will receive MPTA Certification of Attendance****

Registration Form

Business Name _____

Address _____

Phone _____

Name of Student (s):

Total \$

_____	_____
_____	_____
_____	_____
_____	_____

Grand Total _____

Method of Payment: ☐ Visa, Mastercard, Discover, Amex ☐ Check

Credit Card # _____ CVS Code _____

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Address for Card _____
(including City, State & Zip)

Member Directory

Albert Lea	T&W Towing 507-473-2999	Coon Rapids	Corky's Towing 612-919-1106	Lakeville	Marek's Towing & Repair 952-469-3182
Anoka	North Star Towing 763-427-4160	Crystal	Twin Cities Transport & Recovery 651-642-1446	Mankato	Affordable Towing 507-388-8697
Apple Valley	Dick's Valley Service 952-432-2848	Currie	Radke Wheel Service 507-763-3129	Marshall	Pulver Towing 507-828-5720
Arlington	After Burner Auto Body & Towing 507-964-2809	Dayton	MN Towing and Repair 612-326-6687	Minneapolis	Blaine Brothers 763-780-5130
Austin	Otomo's Auto Towing 507-450-0051		Twin Cities Transport & Recovery 651-642-1446		612-333-8900
Blackduck	Bogart's Towing 218-835-4548	Detroit Lakes	DL Towing 218-847-6362		Bobby & Steve's Auto World South Minneapolis 612-861-6133
Blaine	Citywide Service Corp 763-786-9020	Duluth	Dukes Towing 218-722-8885		Metro Wreckers Services 612-330-0013
	Frovik's Towing 763-786-9220	Eagan	Magnum Towing 651-423-7201	Minnetonka	Kustom Karriers 952-938-4680
	Hooked Up Towing & Recovery 612-913-0702	Elk River	Collins Brothers Towing 763-241-9177	Montevideo	Monte Motor Sales, Inc. 320-269-6264
	Twin Cities Transport & Recovery, Inc. 651-642-1446		Lynch Wrecker Services 612-578-5168	Moorhead	Aggressive Towing & Recovery 218-287-2344
Bloomington	Darrick's Preferred Auto 507-583-9994	Faribault	Glenn's Service LLC 507-334-4202		Ed's Towing Service 218-233-7740
Bloomington	Chief's Towing, Inc. 952-888-2201	Fergus Falls	Beyer Towing 218-205-6137	Mountain Iron	Iron Range Towing and Automotive 218-780-1726
Brooklyn Center	Sandoval Services 612-845-0623	Forest Lake	Dan's Towing 651-464-5551	New Brighton	Freeway Towing 651-633-5525
Brooklyn Park	Citywide Service 763-424-4900	Grand Meadow	Gregerson Towing & Recovery 507-272-4088	Oakdale	Twin Cities Transport & Recovery, Inc. 651-642-1446
	Feist Towing 763-544-5512	Inver Grove Heights	South East Towing 651-451-9721	Owatonna	Dean's Westside Service 507-455-1950
Burnsville	Captain Towing 952-856-2901	Ironton	AutoSmith Service Group 1-218-545-5715	Plymouth	Frankies Towing Co 763-595-0321
Cannon Falls	Siewert's Towing 507-263-4791	Lafayette	Five Star Towing 507-843-2677		Twin Cities Transport & Recovery 763-544-3202
Clearwater	Blaine Brothers 320-558-9966			Prior Lake	Zeilla Holdings 763-273-1185
Columbus	Blaine Brothers Truck Aline 763-786-8863			Red Wing	Midway Auto 651-388-8296
					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 Elite Towing of MN
952-808-0808
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 952-404-0882

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 651-269-6131

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

2-Day Advanced Light Duty Hands-On Training Class

September 9 -10, 2026

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

1-Day Intro To Heavy Duty Hands-On Training Class

October 13, 2026

Place to be Determined

1-Day Intermediate Heavy Duty Hands-On Training Class

October 14, 2026

Place to be Determined

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