



ATA's Chairmen: Past and Present

1933-47 — Ted V. Rodgers of Pennsylvania had led one of the two predecessor groups that merged to form American Trucking Associations and had been the chief wrangler who brought them together. When ATA was insolvent in its first year, he drafted a Pennsylvania colleague to raise \$20,000 in donations to put it back on a solid financial footing. He then led ATA for 14 years that included the tumultuous times of World War II. He would continue influencing the Associations for years after his chairmanship ended.

1947-48 — Ted Rodgers was succeeded by **Edward Buhner**, a courtly, gentle Kentuckian who had given his name and his leadership to the "Buhner Committee Report," a document that provided basic operating guidelines for the federation.

1949-50 — One of the most colorful presidents, Henry E. English of Texas was born on a ranch and, by the age of 18, was an expert broncobuster. He loved to dress in the gaudiest cowboy outfits imaginable for ATA conventions. English endeared himself to the ATA staff by initiating a Christmas bonus: \$5 per employee, from his own pocket.

1950-51 — Leland James of Oregon, the first president from the far West, came into transportation naturally. His father had been a riverboat captain on the Columbia River. Fresh out of high school, James became a truck driver and went on to create Consolidated Freightways.

1951-52 — Walter F. Mullady was a scrappy Chicago Irishman who knew his way around politics. He aimed to be a major league baseball player but got into trucking when he loaned his brother \$500 to finance Decatur Cartage Company.

1952-53 — Walter F. Carey of Michigan was the first auto transporter to be ATA president. Carey created the ATA Foundation and served as the Foundation's Chairman from 1953 to 1983.

1953-54 — Jack Cole of Alabama was the epitome of the southern gentleman. At 43, he was the youngest person to that date to be president of ATA. He had a year of theological studies before changing careers. He started his own trucking company in 1933.

1954-55 — Neil J. Curry of California put ATA and the trucking industry into politics. When he wasn't out seeking members, he was in Washington, putting ATA on the political map.

1955-56 — At age 13, C.J. ("Jack") Williams of Wisconsin began as a mechanic for the London Omnibus Company. After

immigrating to the United States, he became a truck driver in Chicago. In 1926, he helped establish Hillside Transit, a contract carrier in Milwaukee.

1956-57 — Russ Williams was the "smallest" carrier to be elected ATA president and was the first oil field hauler in the position. He served several terms in the Kansas House of Representatives, including the session in which a ton-mile tax was repealed.

1957-58 — Guy W. Rutland Jr. of Georgia became the second auto transporter to head ATA. He had served in the Georgia Legislature. A leader in his church, Rutland conceived the idea of ATA's opening its annual convention with a non-denominational service on Sunday.

1958-59 — J. Robert Cooper of Michigan enjoyed his experience so much that he later left trucking to become an association staff member in another field.

1959-60 — Welby M. Frantz of Indiana served as an Army transportation officer in World War II, handling assignments in the Persian Gulf, Germany, France and Belgium. An accomplished speaker, he carried the industry's message throughout the country and later became the top staff officer of the American Movers Conference.

1960-61 — John J. Gill of Rhode Island became the first private carrier executive to be president of ATA. An Irishman who enjoyed a good fight and a good cigar, he secretly enjoyed being told he looked the famous Irish actor, Barry Fitzgerald.

1961-62 — A former semi-pro football player, Clarence A. Kelley of Ohio became an attorney specializing in motor carriers. He co-founded Dixie Ohio Express in 1934 but continued his law practice until 1948, when he joined the company full time as general manager.

1962-63 — Clinton L. ("Sandy") Sanders of Georgia continued what had become a tradition of outstanding Southern industry leaders. A natural-born conciliator, he was called upon many times to iron out spats between differing industry groups.

1963-64 — John M. Akers of North Carolina was dapper and genteel. He gave his own personalized new look to ATA and became known throughout the country for his classy sport and dinner jackets at every ATA function.

1964-65 — John E. Amos of West Virginia served in his state legislature and was his state party's national committeeman.

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The first trucking industry political action committee — TON, the Truck Operators Nonpartisan Committee — was established under his leadership.

1965-66 — C.G. "Cal" Zwingle of California rose from lumper and driver to become the chief executive of Pacific Intermountain Express (PIE), then one of the country's largest companies. He and his company were advocates and practitioners of effective public relations programs.

1966-67 — Robert H. Cutler, then of Texas, was a protégé of Past President Walter Mullady. Cutler grew up in trucking.

1967-68 — J. David Brothers of Virginia was remembered by his contemporaries as a "real charger." Brothers made building the industry's grass-roots strength his goal.

1968-69 — Mark D. Robeson of Kansas had been a banker before going into trucking and had been a leader in various organizations at both state and national levels.

1969-70 — Frank L. Grimm was the first president from the District of Columbia. In his early career, he had been a newspaperman and honed a public relations touch that served him and the trucking industry well. The National Tank Truck Carriers, a conference of ATA, was so proud of the election of one of its own that it presented him with a large gold gavel for his use.

1970-71 — C. James "Jim" McCormick of Indiana was the first elected chief officer to have the title chairman of the board rather than president. McCormick dedicated himself to stimulating political involvement. He recalls speaking in more than 40 states, stressing, "Be a Democrat — or be a Republican — but be one or the other." When he was a boy, McCormick reflects, "I would spend hours upon hours on Sunday afternoons sitting in one of my uncle's farm trucks, making believe I was driving that truck and going to such exotic places as Chicago, Cleveland, Detroit, etc., with a load of Indiana watermelons."

1971-72 — The chairmanship of **Robert W. Furtick** of Maryland followed many years of active participation in his home state association and in Maryland political affairs.

1972-73 — Stoney M. Stubbs of Texas, a truckload carrier, had been deeply involved in the work of his home state association and his in conference. One of his accomplishments was to increase participation in ATA by his fellow truckload carriers.

1973-74 — H. Dillon Winship Jr. of Georgia continued a family custom of contributing to the industry's leadership; his father, H. Dillon Winship Sr., had served as secretary of ATA for five terms. As an independent thinker, Winship enjoyed being considered by some as a bit outspoken.

1974-75 — Paul Schuster of Connecticut recalls that his company and Ted Rodgers' company had interlined in early days and that Rodgers had always urged him to become involved with ATA. The small size of his company delayed his participation for several years. As his company grew, he was able to give more of himself.

1975-76 — Lee R. Sollenbarger of California, a veteran of the trucking industry, possessed an outgoing, genial personality and made dozens of friends for ATA as he traveled throughout the country during his tenure as Chairman of the Board.

1976-77 — Robert H. Shertz of Pennsylvania was an attorney by profession and a trucker by avocation. Shertz's father, Harold S. "Pop" Shertz, was one of the original motor carrier lawyers and a founder of both ATA and the Pennsylvania Motor Truck Association. Bob Shertz's main interest was trucking safety.

1977-78 — William T. Cassels Jr. of South Carolina had grown up in the trucking industry. A soft-spoken Southerner who was an especially effective speaker, Cassels was a unifying force who made a unique contribution as he traveled the nation.

1979-80 — Frank Cochran of Oklahoma caught the full force of the deregulation effort. "We had fought hard for 30 years," he recalled, "but after the banks, savings and loans, railroads, and airlines were deregulated, and Jimmy Carter set trucking deregulation high on his agenda, Congress decided it was trucking's time."

1980-81 — Eugene I. Kane served as chairman of a site selection committee in order to avoid the confusion of rebuilding the old P Street building. That committee's work led to the relocation of ATA to Alexandria, Va. "The downside of my Chair year," he noted, "was the beginning of deregulation of the industry, which no force could stop."

1981-82 — Partial economic deregulation did not end the differences of opinion within the industry. Chairman **Richard L. "Dick" Few** of South Carolina recalls that he "spent the year traveling to preach unity in the months following federal deregulation." During deregulation, different types of carriers were divided. The conferences and state associations reflected those divisions and weakened the Associations' united front. "My year was the transition year between the major deregulation bill the year before and the ensuing year's truck use tax blockbuster. My successor, Ross Gaussoin, stepped into a veritable minefield in having to deal with another major blow to the industry with serious consequences for ATA."

1982-83 — Ross C. Gaussoin of Oregon and Washington brought perception and vision to the position. "The industry was clearly showing signs of an industry under siege. ATA in particular was suffering what might best be termed a confidence crisis," he said. The industry was blindsided when Transportation Secretary Drew Lewis proposed setting the Federal Highway Use Tax at \$4,600 per truck. By 1984, that was cut to \$550. Gaussoin appointed what became the Few Committee to review ATA and its operations.

1983-84 — Ernest S. Cox of North Carolina had a long record of industry activity and was the first representative of the Specialized Carriers and Rigging Association to be chairman. During his year, President Bennett C. Whitlock Jr. resigned

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and a search committee selected Tom Donohue as president and CEO.

1984-85 — Dale K. Craig of Ohio had been president and chairman of the Irregular Route Conference, later called the Interstate Truckload Carriers Conference. Craig recalls that he had three main objectives for his term: help the new president learn about the trucking industry and its people as rapidly as possible; act as a bridge between the new and old members of the staff; and carry the word across the country that ATA had a new mission and a new plan to accomplish it.

1985-86 — S. Earl Dove of Alabama had been a member of the Few Committee and chaired a special committee to study the dues structure of the entire federation. As ATA chairman he spread the word about the new dues structure that the committee created. He recalls the most important industry issue he faced was trying to keep the carriers, conferences and states working together while deregulation was in full swing and conference pricing was under attack.

1986-87 — Robert E. "Bob" Lewis was the first chairman from Hawaii. Distance from the mainland was no deterrent to Lewis in fulfilling his responsibilities. Even though it frequently meant flying all night, he went everywhere he was asked to go and never missed a date.

1987-88 — Guy W. Rutland III of Georgia was chairman exactly 30 years after his father held the equivalent post. Guy III had also been president of the Georgia Motor Trucking Association and chairman of the National Automobile Transporters Association.

1988-89 — William R. Ward of Colorado had been an attorney before joining his family-owned tank truck carrier, Ward Transport. After selling his company, he became senior vice president, secretary and general counsel of NW Transport. He also had served as president of the Colorado Motor Carriers Association and the National Tank Truck Carriers.

1989-90 — Duncan McRae of Louisiana had been president of the Louisiana Motor Transport Association and of the Interstate Truckload Carriers Conference. McRae remembers the big issues were Secretary of Transportation Sam Skinner's National Transportation Policy and the reauthorization of the Highway Bill in 1991.

1990-91 — Chester "Chet" Stranczek had been president of the Illinois Trucking Associations (now the Illinois Transportation Association) and chairman of the old Contract Carrier Conference. In his younger days, he had been a professional baseball player. He also was a veteran of politics and served as mayor of his home town, Crestwood, Ill., for more than 20 years.

1991-92 — Herbert R. Matthews Sr. of Georgia had served as president of the Georgia Motor Trucking Association and of the Film, Air, and Package Carriers Conference. During his term the railroads — again through front groups — carried on an

intensive nationwide anti-truck television advertising campaign. The cost was estimated to be more than \$20 million, and Matthews remembers that it was effective. "To help rebuild or repolish our image," he said, "ATA instituted the Deliver USA Program. The thrust of my year was to tell the grass roots of our industry how safe and essential our industry is."

1992-93 — In addition to ATA chairman, **Roger T. Roberson** of Illinois has been president of the Illinois Transportation Association, chairman of the Interstate Truckload Carriers Conference and chairman of TruckPAC. Now retired, he recalls his main efforts included promoting trucking industry unity in the face of external threats and valuing the truck driver. Consolidation after economic deregulation has changed the industry. While ATA is now more of a lobbying arm, he said, most trucking companies are still the "mom and pop" operations that need the educational services that ATA can provide. Truck companies of all sizes must work together for the industry as a whole. As for the truck driver, he said, "If that driver didn't put the key in the ignition and turn it over and go down that road, none of the executives and vice presidents would be worth 5 cents."

1993-94 — David R. Free of Utah brought a record of service to the position: past president of the Utah Motor Transport Association and the past chairman of the Regular Common Carrier Conference, as well as the chairmanship of TruckPAC. When Free became chairman, President Bill Clinton had been in office for 10 months but key appointments were yet to be decided and negotiations on side agreements of the North American Free Trade Agreement (NAFTA) had slowed. Many of the regulatory issues Chairman Free faced are similar to today: "Trying to maintain a level playing field for the industry and keeping government out of it as much as possible." A bigger issue was trying to keep the ATA family together. "In 1994 intrastate commerce was deregulated the same as interstate was in 1980 and because of this some of the state associations threaten to bolt from the federation due to pressure from their membership and leaders," Chairman Free said. "Also, the industry was more segmented and some were not satisfied with some of the policies in the federation."

1994-95 — Chairman Virgil E. Beane of Cumberland Center, Maine, introduced himself to ATA saying, "Admittedly, I'm not the typical trucker." Beane's family didn't have a tradition of trucking. He proved his diligent work ethic with jobs as a shipper, executive at a LTL carrier and fleet manager for New England food retailer Hannaford Bros. Beane wasn't a traditional chairman either. He wanted to "make people understand what this industry is all about." Beane became involved with ATA in the 1960s as a state vice president for Maine, vice president at large and first vice chairman. He also was a former president and chairman of the Maine Motor Transport Association. He knew what the industry was about when he began his term as chairman, and wanted "to get the facts about truck drivers and truck safety out to the public." He encouraged individual fleets

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and managers to take preventive steps to avoid accidents. The chairman also emphasized grassroots efforts, such as Team 2000, and encouraged ATA membership by promoting the benefits of group advocacy and action. As with all chairmen, his year was filled with travel. He recalled being accompanied by armed guards during a visit to Mexico to discuss NAFTA, and wondering if the interpreters assigned to him in Switzerland could understand a Maine dialect. And he remembered wearing jeans while waiting for a taxi in a North Dakota airport, and a limousine driver asking him if he'd seen a bigwig from Washington, D.C., around. The driver was looking for Chairman Beane.

1995-96 — Donald M. Bowman Jr. of Maryland saw the driver shortage, the public image of the trucking industry and NAFTA as major issues during his year as chairman. He encouraged cooperation between ATA and state associations and worked to improve the professional truck driver's image by encouraging companies to designate drivers of the month and promote company driving championships. He worked hard to promote the National Truck Driver Appreciation Week and the National Truck Driving Championships.

1996-97 — Charles Ramorino of Roadstar Trucking Inc., Hayward, Calif., saw boosting membership as one of his most important tasks. "Eleven years later it is still the primary issue for most chairmen," he said. "As the first chairman from the West in many years, it was important to me to get the whole federation together. Get all of the states together." During his year, Chairman Ramorino helped merge the Western Highway Institute into the ATA. ATA President and CEO Tom Donohue resigned, and Walter B. McCormick Jr. brought many changes. Top ATA issues that year were hours of service and highway safety. Chairman Ramorino started a program called Share the Road to help auto drivers navigate around trucks more safely. He continues to be concerned about smaller companies that are being pressured now by high fuel and insurance costs.

1997-98 — Edward R. Trout of Nebraska's Cornhusker Motor Lines began his time as ATA chairman with ambitious goals. His main platform was "to bring unity back to this association and to this industry." Trout felt that since deregulation, trucking companies and drivers lost the camaraderie of working toward a common goal. To achieve unity within ATA, Trout suggested the association become "a little more lean and efficient" by restructuring its dues and getting members more involved. He was involved with the ATA Strategic Plan and Dues Study Task Force that ultimately created a new ATA by affiliating the conferences and offering dues incentives to fleets of all sizes. Although Trout remembers difficult negotiations and a trying transitional period, he feels that ATA is finally achieving the kind of unification he envisioned. He also took a hands-on approach to involving drivers. The driver shortage was a national issue during Trout's tenure and he visited many truck stops to have one-on-one conversations with drivers about their concerns. Trout thought drivers deserved more respect, and he wanted to "make life on the road a little

better for them." His creation of CEO Visit a Truck Stop Day inspired carrier executives to conduct similar visits in their cities.

1998-99 — John E. Wren of Lakeville Motor Express in Minnesota recalled Highway Watch, the driver shortage, restructuring of the Federation, the ban on "dues deals" and membership building as the most prominent ATA issues, while the most important regulatory issues were the creation of the Federal Motor Carrier Safety Administration within the U.S. Department of Transportation and hours of service regulations. Parade Magazine caused a great amount of heartburn by printing two articles about unsafe trucks and unsafe drivers. "Getting our side of the safety issue in their articles was difficult," he said.

1999-2000 — Lee P. Shaffer of North Carolina said that "as the chairman challenged by the implementation of the Wren Plan, I faced the very future of the federation." Chairman Shaffer focused the ATA staff on prioritizing government advocacy, regulatory affairs and federation relations. Hours of service emerged as the greatest regulatory challenge and for the most part it was successfully managed. The most significant change in ATA since his chairmanship has been the outstanding leadership of Gov. Bill Graves. "ATA will need his leadership skills to successfully manage the many challenges the federation will face in future years," Shaffer said.

2000-01 — Duane W. Acklie of Crete Carrier Corp. of Nebraska had an unusual year. First there was the tragedy of 9/11, which put new emphasis on transportation security and homeland security. High fuel prices, diesel emissions, ergonomics and hours of service were also critical in 2001. Second was the resignation of Walter B. McCormick Jr. as President and CEO. "ATA retained an outstanding search firm, but after going over many resumes and conducting 30 personal interviews, the committee was of the opinion that no one met the requirements," Chairman Acklie said. So the committee turned to one sitting governor and one former governor. The choice would be Gov. Bill Graves of Kansas, who came from a trucking family. Former Counselor to the President William Canary would fill the gap until Gov. Graves could come on board at the completion of his term in 2003. Chairman Acklie recalled highlights of his year included testifying before Sen. John McCain when he was chairman of the Senate Commerce, Science and Transportation Committee, and convincing the Secretary of Energy to recommend opening the Strategic Petroleum Reserve to lower fuel prices.

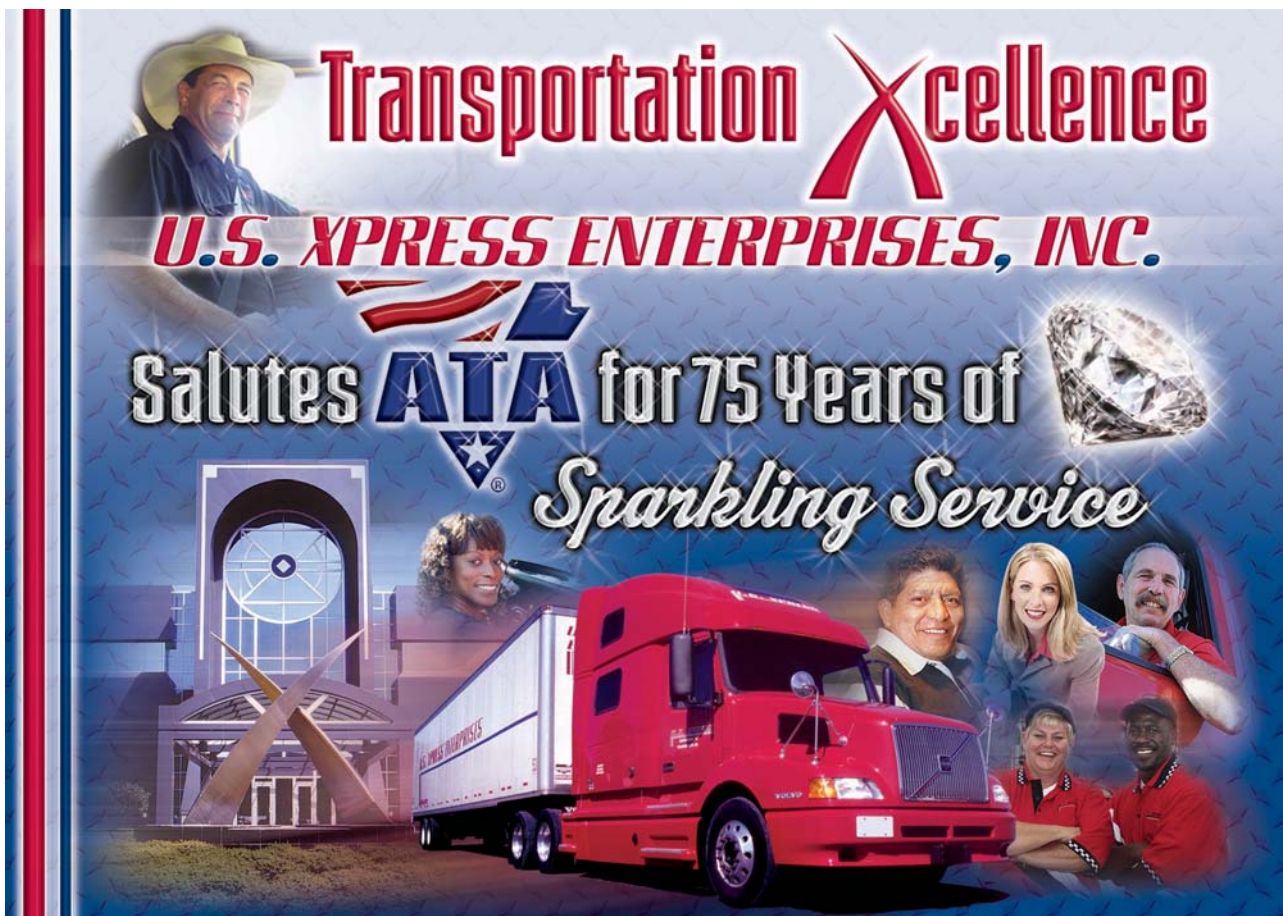
2001-02 — The most important issue that **David G. McCorkle** of McCorkle Truck Line Inc. of Oklahoma faced was the search for a new ATA President and CEO, Bill Graves. Among top regulatory issues was the U.S. Department of Transportation's hours of service rule. It was remanded by Congress and throughout 2001 and 2002 was reworked by DOT for release in 2003. Chairman McCorkle described the Management Conference & Exhibition as "a beginning of the coming together of the federation. The Truckload Carriers Association

and ATA negotiated a new affiliation agreement bringing them back into the federation, and New Hampshire came back in as well. ATA has changed into a more unified environment with better working relations between the states, and state associations, their executives, the conferences and the councils." For fostering these important changes, Chairman McCorkle and his wife LaVern McCorkle, who was and is the Oklahoma State Vice President, received the Bob Halladay Award from the Trucking Association Executive Council. Chairman McCorkle's tenure came at a time when federation relations were quite stressed. He worked at uniting the federation from the state to the national level and was quite successful at all levels. His granite plaque at the Oklahoma Association's office presented by the ATA and the OTA says it best: "He United the Federation."

2002-03 — Vernon E. Garner "is probably the most deeply dedicated person to this industry that I know," Chairman McCorkle said. Garner started in the trucking industry in 1960 when he and his wife, Jean, founded Garner Trucking — now Garner Transportation Group — in Findlay, Ohio, and was an active member of the Ohio Trucking Association. During his tenure as ATA chairman, Garner focused on giving back to the trucking industry. He worked to increase ATA member-

ship, and emphasized the importance of seeking guidance from and giving back to members because of the entrepreneurial nature of the industry. He also worked to increase driver compensation in many ways. Garner advocated for increased driver productivity as the U.S. Department of Transportation released updated hours-of-service rules in 2003. He believed collaboration with shippers to extend facility hours and utilize logistics technologies were the key to increased productivity and pay. "We were doing logistics in the 1990s before anyone was talking much about it," he said of his own company's expansion into providing logistics management and expedited services. He was also open to working with the government to reduce highway congestion, a position that ATA still advocates today. To that end, Garner met with President Bush in the White House Rose Garden in 2002, shortly after being elected. Garner used his time as chairman to advocate for both the industry and the individual truckers who keep it running. After his death in 2007, the Dr. Vernon E. Garner Endowed Fund for Entrepreneurial Excellence memorial scholarship was established at the University of Findlay to grant students loans for startup companies they create with faculty guidance.

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2003-04 — Fred C. Burns Jr. of Burns Motor Freight in West Virginia said the top issues were the same as they today: new diesel engine standards, high fuel prices, securement standards, highway reauthorization, productivity, the driver shortage, skyrocketing insurance costs and tort reform. Chairman Burns tackled tort reform during four years on the Insurance Task Force. He was a vice chairman when President McCormick resigned and was on the search committee that selected Governor Graves. "The most important thing then was hiring a new president and starting out on the right foot. I think we did an excellent job," he said. For all chairmen, nonstop travel to Washington and conferences around the country and sometimes abroad make up much of their memories. Chairman Burns recalls that he and his wife, Carolyn, were leaving their hotel room to go to an ATA dinner when the door hardware fell onto the floor. They were locked in their room for 45 minutes before a repairman released them.

2004-05 — Steve Williams of Maverick USA Inc. in Arkansas sensed during his chairmanship that ATA members realize that public opinion shapes public policy, and that "the positions that we as an industry establish in policy debates are critical first steps in not only creating the best legislative and regulatory environment in which to operate, but also in restoring the image of trucking as an industry that you could count on to do the right thing for the nation." Tackling controversial issues in this way resulted in more progressive positions on electronic onboard recorders, hours of service, driver qualification and training requirements, environmental mandates and others. "This improved public perception of our industry has become the foundation of ATA's resurgence as a powerful force in our nation's capital," Williams said. "This progress has been buoyed by the tone of Bill Graves' leadership. "His trucking heritage, his political experience and the industry's restored credibility have given the industry

what we need to meet the daunting challenges in the years to come."

2006 — The promising chairmanship of **Mack McCormick** of Best Way Express Inc. in Indiana was not to be. The son of 1970-71 ATA Chairman C. James McCormick was killed in an airplane crash two days before the 2006 Management Conference & Exhibition. "Everyone who knew Mack and everyone connected with the ATA was devastated," said McCormick's successor, Patrick E. Quinn. "While it was a challenging and trying time, I believe it was one of the finest hours for the ATA. Everyone pulled together as an organization. We were able to commemorate Mack's life and his contributions to our industry, and we were also able to address the issues on the agenda. It was a delicate balancing act, and I think ATA was able to achieve the proper balance." Current Chairman Ray Kuntz recalled that McCormick "had a lot of respect and he knew so much about the industry and people in it. He had a goal like mine of unifying the industry for these battles we see coming up. He felt we had to speak with one voice and he also felt very strongly that what the Hill office does is a key part of what we do. I took a lot of motivation from Mack to follow up on that and try to finish what he started."

2006-07 — When **Patrick E. Quinn** of U.S. Xpress Enterprises Inc. of Tennessee became chairman in October of 2006, there was an increasing focus on engines and environmental issues. "The entire industry can be very proud of the incredible strides we've made in our care for the environment," he said. Other issues facing the ATA then were long-standing: the driver shortage, productivity, size and weight, hours of service and promoting truck driving as an appealing career. To that end, ATA began developing a trucking career Web site, *GetTrucking.com*. "As chairman I was appointed the lone representative of the trucking industry to the 12-member National Surface Transportation Study Commission. Our daunting challenge was to develop a strategy for our nation's

75th Anniversary Law and Regulatory Affairs Highlights

1932 – First Federal tax on gasoline – 1 cent per gallon.

1934 – ATA develops Code of Fair Competition for the trucking industry.

1935 – Congress enacts the Motor Carrier Act making economic regulation of the trucking industry permanent.

1937 – Interstate Commerce Commission promulgates hours-of-service regulations.

1951 – First Federal tax on highway diesel imposed – 2 cents per gallon.

1956 – With ATA support, Congress creates

Interstate network and the Highway Trust Fund.

1966 – With ATA support, Congress establishes the U.S. Department of Transportation with a number of agencies including the Federal Highway Administration (FHWA).

1971 – Bingo-stamp system goes into effect to fund enforcement of economic regulation by states.

1973 – With ATA support International Registration Plan (IRP) established by four initial states.

1977 – Supreme Court rules states may impose fairly apportioned, nondiscriminatory taxes on interstate commerce.

1980 – Congress deregulates trucking industry.

1983 – With ATA support, International Fuel Tax Agreement (IFTA) implemented by three jurisdictions.

1986 – With ATA support, Congress enacts legislation for single Commercial Driver's License.

1987 – Supreme Court agrees with ATA Litigation Center ruling that flat, annual per-truck highway charges discriminate against interstate motor carriers.

1991 – Intermodal Surface Transportation Efficiency Act requires all states to join IFTA and IRP and replaces bingo stamp program with Single

infrastructure for the next 50 years. The commission issued its final report, which should be part of the 2009 highway bill, and I've testified before House and Senate committees," Quinn said. The commission's recommendations seek to address the infrastructure challenges ahead.

2007-08 — Like Chairman Quinn, current Chairman **Ray Kuntz** of Watkins & Shepard Trucking Inc. in Montana served an extended term because of the death of Mack McCormick. When he took office during the 2007 Summer Executive Conference, "The biggest issue that started almost from day one and carried all the way through the whole year was hours of service," Chairman Kuntz recalled. That issue appears to have been resolved in ATA's favor, with the 11th hour of daily driving and the 34-hour restart retained in the latest Federal Motor Carrier Safety Administration rulemaking. The second issue was environmental sustainability. Chairman Kuntz appointed a task force that adopted six recommendations to reduce carbon output, and ATA then rolled out the sustainability position to the public and press last May. Other issues included creating industry unity for the next highway bill, pushing for a federal energy policy and lower fuel prices, and battling the toll road privatization trend, chiefly in New Jersey and Pennsylvania. Within ATA, a key issue was maintaining and increasing the membership rolls during a challenging year for the industry, when companies have been struggling and disappearing. "It has been a tough job but we have done well at that," Chairman Kuntz said. ■

State Registration System (SSRS).

1995 — Federal Aviation Administration Authorization Act pre-empts state regulation of rates, routes and services of motor carriers.


1999 — With ATA support Congress established the Federal Motor Carrier Safety Administration (FMCSA).

2003 — With ATA support, FMCSA revises hours of service.


2005 — Congress repeals SSRS, institutes the Unified Carrier Registration System and preempts state credential requirements.

2008 — Supreme Court reaffirms preemption of state regulation of motor carrier rates, routes and services.


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