



TMTA January 17, 2017 Membership Meeting

Greenbrier Country Club

Meeting called to order at 6:20pm

Meeting called to order at 6:20pm by TMTA President Frank Borum who led the group in the pledge of allegiance, followed by

- Vote and induction of 2017 board of directors
 - President-Marilynn Ryan
 - VP-Marguerite Bates-Frier
 - VP-Chris Columbus
 - Treasurer-Nicole Sapienza
 - Secretary-Charles Glover
 - Director-Tommy White
 - Director-Bill Jackson
 - Director-Ed O'Callaghan
 - Director-Larry Ewan
 - Allen Campbell – 1 year replacement for Chris Columbus
 - Board Members continuing their role for second year – Neil Boothby, Stacey Gilliland, Patrick Smith, Frank Borum become Past President
- Motion to accept new slate made, seconded and a voice vote was unanimous to accept as presented.
- Marilynn Ryan conducted remainder of meeting

- Treasurer's Report given by Nicole Sapienza

- Introductions of all in attendance were made, followed by benediction by Collis Bryant and Guests were dismissed to buffet line for dinner and to network at their respective table.

Marguerite Bates Frier introduced our speaker Sgt. Larry Montgomery from the VA State Police.

Sgt. Larry Montgomery led a discussion of the following Hot Topics:

- ELD regulations and laws:

ELD conversion is simple, hours of service law has not changed, just the way we document them has. Compliance review/audits easier now, state police will not be doing anything differently. Will need to be able to see the monitor from outside the vehicle whether that is on a phone, tablet or monitor inside the cab, need ability to bring to window to hand to

Meeting minutes created by Robin Hobson
officer. If an officer is looking at an ELD, he will only go back 8 days, if you have a paper log and the officer has the time, he may review more than the last 8 days, so a paper log could lead to bigger problems than an ELD log.
Still need to have other documents such as shipping documents available.

Everyone must be on board with ELD's by December 2017.

A question was asked how sympathetic is the State Police to port wait times? Another question posed was can you set up the Port to be your "yard" – Sgt. Montgomery says He knows there are wait times at the Port, but setting the port up as a "yard", is not recommended. ELD vendors are recommending this though and it's a slippery slope and Sgt. Montgomery recommends you fix your issues, not manipulate the system.

Model year 2000 and newer must have ELDs by deadline. If older vehicle, driver can still run on paper logs. He has seen some 1998 and 1999 trucks with the capability to plug in the ELD device and if your truck can accommodate it, go ahead and switch over.

Several members brought up issues in conversion they had and highly recommended to group that they not wait until the deadline because there will be conversion issues they don't want to be dealing with as they run into the deadline, they will want to solve them prior to that.

- Speed regulators – Sgt. Montgomery said this is coming, won't go away, so we need to acclimate ourselves and our practices to it. Cars will have one speed and trucks will have another. Speed limiters are coming, most big companies have already installed. A concern is how do you adjust them when in an area with speeds over 65 mph? This is an issue for trucks running in areas with higher speed limits.
- Cameras inside trucks – this will be soon. One issue is which way is your camera pointed toward the road or toward the driver? Will need to be thinking about that soon.

Geofencing – BOD will look into this and report back to membership.

John Lago from Trac Intermodal gave a short presentation on his nationwide fleet of chassis. They have daily, short-term or long-term leases available.

Vance Griffin from the Port of VA gave an update on the POV:

- Recognize that yards are dense, some trucking companies have sent in screen shots, which the Port finds very helpful in identifying issues and resolving them.
- VIG density is 70%, NIT is 80%, yards are in high demand right now.
- M-F VIG is open 3:00-21:00, reefer times remain the same as in past. Discussion ensued about whether this is helpful to community or not, varied opinions. question asked is

there a customer service # for issues at 3am? Will it be staffed with a supervisor who can fix issues? Yes.

- How will the empty matrix work? Don't want to use VIG for empties. Matrix still governs the returns,
- PPCY has more capacity, needs empties, so take them there instead. Congestion at the empty yard is gone. No change in hours at PPCY.
- Hanjin empties have now been reduced to 3500, down from 5500.
- Record rail works activities: NIT 8100 units handled, VIG 5300. No one is happy with the turnaround times at VIG, metrics failing.
- Vance asked for feedback, please look at your model and see if there are areas that this early start time works, it won't work for every driver, but should work for some, which will help with congestion for those who can make it work. It may be a better solution for over the road truckers rather than intermodal or drayage. They realize that.
- If empty yard doesn't mirror these times, then it won't be used because folks can't drop an empty and pick up a load in one location. You should have some consideration for folks bringing in empties and picking up an import.
- Members requested an adequate supply of chassis each and every day
- RFID upgrade – NS has given good feedback; more updates are coming.
- PMT on dock rail, started in double stack operation reduced gate by 80 or more moves. Will there be increased hours at PMT: No. Will PMT add additional capacity – maybe, feedback – can't get guys out of PMT if they go after 2:30pm, how do we fix that?
- 2 Lane closure open in February at NIT.

Crowd gave Frank Borum a standing ovation for his work as President in 2016. Marilynn Ryan thanked the Port for their support of the TMTA and its initiatives in the past years.

50/50 raffle was held.

Meeting adjourned at 8:15pm