

# Trucking News

THE OFFICIAL PUBLICATION OF THE SOUTH DAKOTA TRUCKING ASSOCIATION

APRIL 2023

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**2023 SD TDC's - MAY 20  
REGISTRATIONS ARE DUE MAY 1**

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## **ROUTE TO:**

- Owner
- Safety Manager
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- Driver Lounge

**APRIL IS DISTRACTED DRIVING  
AWARENESS MONTH**

Page 25

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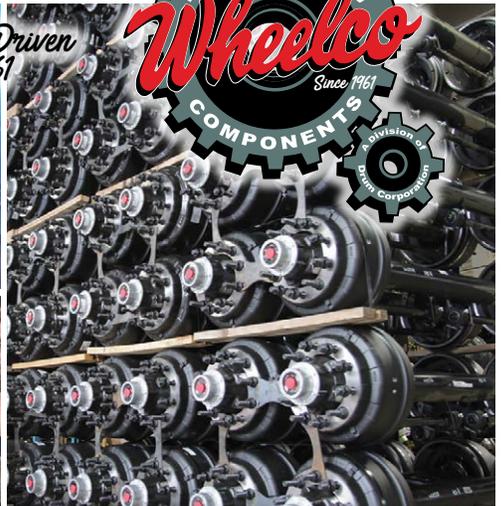


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Photo: Steve Hoffman

Driver competing during the 2022 SD Truck Driving Championships at Southeast Technical College in Sioux Falls.

• **SAVE THE DATE** •  
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# ANNUAL CLIFF TJADEN FISHING EVENT

Payout based on number of participants - Top Four Boats Awarded Cash Prize

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**REGISTRATION FEE:**

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A Calcutta will be held on:  
**Thursday, May 11th • 6 PM**  
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## MESSAGE FROM THE **Chairman**

Good day, ladies and gentlemen. I would like to start my article by congratulating K & J Trucking for being named one of the top 20 carriers in the nation to work for. This is their second year in a row receiving this honor. We all should take a page out of their book.

On a more troubling issue, I saw a video of two trucks on I-49 in Louisiana. It was the very worst case of road rage I have ever seen. They were trying to run each other off the road. There was contact made between the two trailers, which could have turned into a very bad situation. Thankfully, they have been identified, and one has been arrested. Companies should get a copy of this video and use it as a training tool. We all have our patience tested at times, but to use any



kind of vehicle like this is considered the use of a dangerous weapon. Here's the link to the video: <https://www.ksla.com/2023/03/30/driver-arrested-after-18-wheeler-battle-i-49/>.

I would like to invite everyone to attend the upcoming board meeting, calcutta, and fishing event on May 11th & 12th. We need people who want to be involved and have a voice for our industry, that is putting bread on the table.

Safe travels to everyone!



**Bob Willey**

Bob Willey Trucking

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# MESSAGE FROM THE President

## Christine's Corner

Only in South Dakota do we go from blizzard conditions to applying sunscreen. It's time to dust off the golf clubs and get outside to enjoy the spring.

This past week, I gave a 2023 Legislative overview to our NextGen social. The event was held at Blarney Stone in Sioux Falls, with a great group in attendance. If you haven't been to one of the NextGen events, I encourage you to try to make one or send some of your staff.

While I understand the session just got over, it's never too early to start preparing for the 2024 session. I love being your change-maker and don't sit around very well. Please reach out to brainstorm and discuss possible legislative changes.

It pays to be a member. SDTA is in recruit mode. You, our members, know the value of being a part of SDTA. Right now, in 2023, you will receive a \$50 credit for each new member you recruit to SDTA, up to \$150. This is a great way for other trucking companies and associate members to hear from us. Make sure, when completing the registration, they put your company down for the referral.

Last but not least, SDTA is going to highlight a new Associate member each month in our trucking news. Stay tuned to your email for more details if your company is drawn for the monthly highlight.

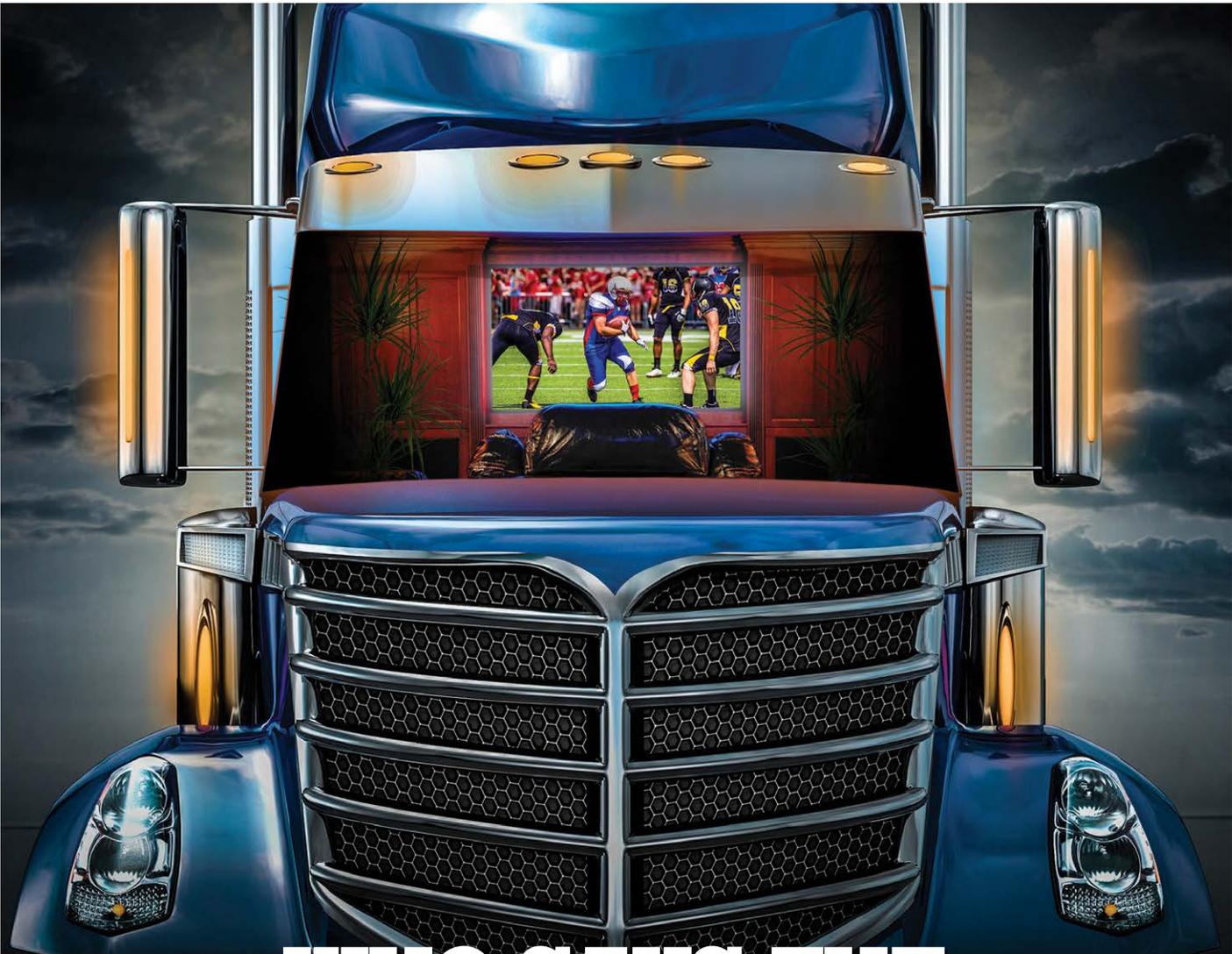
Thank you all for what you do and for being a trusted member of SDTA!

Onward,

**Christine M. Erickson**

SDTA President

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SB 159 - Revise provisions regarding  
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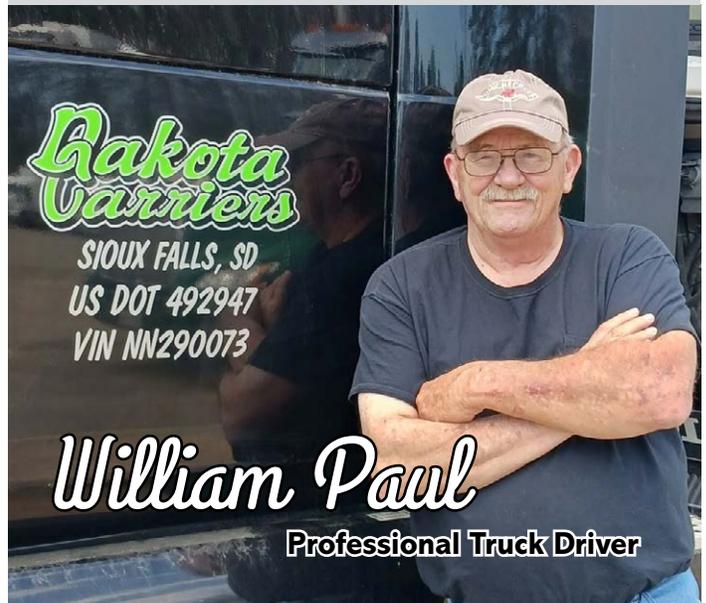
## Nominate them for Driver of the Month

A nomination form & rules can be found on page 19 or online at [www.southdakotatrucking.com](http://www.southdakotatrucking.com) under Membership Opportunities.



For more information, please contact the SDTA office at 605-334-8871 or [michelle@southdakotatrucking.com](mailto:michelle@southdakotatrucking.com)

## APRIL 2023 DRIVER OF THE MONTH



William Paul, Dakota Carriers, Inc., Sioux Falls, SD, was selected as the April 2023 Driver of the Month by the South Dakota Safety Management Council.

William has been with Dakota Carriers for three of his 30+ years and 3.7 million mile career. William is a go-anywhere, do-anything driver. From coast to coast, he performs his duties second to none. William's dependability and communication skills are a couple of his traits that make him stand out. His safety-first practices and willingness to learn new things are what make William a true professional. His easy-going attitude and quick to a joke personality make it a pleasure to work with him.

William and his wife Paula reside in Hot Springs, AR. They are the parents of four adult children and the grandparents of two.

The South Dakota Trucking Association joins the Safety Management Council in congratulating William Paul for being selected as the April 2023 Driver of the Month.

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# Transportation Stakeholders Highlight Safety, Technology

## Testimony Before Congress Urges Investment, Improvements



*ARTBA's Paula Hammond testifies before the House T&I Committee. (T&I Committee Republicans via YouTube)*

**Eugene Mulero** | Senior Reporter | *Transport Topics*

April 3, 2023 – Stakeholders representing transportation agencies and the private sector recently reminded federal lawmakers of ongoing concerns related to safety and the advancement of emerging technologies.

The American Association of State Highway and Transportation Officials and the American Road and Transportation Builders Association were among groups calling on Congress to continue focusing on improving safety programs and technological capabilities along freight corridors.

The Highways and Transit Subcommittee met for an oversight hearing related to the implementation of the \$1.2 trillion Infrastructure Investment and Jobs Act.

“AASHTO and its members will continue to promote known infrastructure-based opportunities — and to identify new ones — to address the variety of factors contributing to crashes and the roadway safety needs of all road users,” Marc Williams, executive director of the Texas Department of Transportation, told the House panel March 28. He is on the board of directors of the American Association of State Highway and Transportation Officials.

“AASHTO’s councils and committees continuously identify best practices to share among the states so that we can continue to learn from one another and spread good ideas around the country,” Williams added.

“Ensuring a safe workplace for the thousands of men and women tasked with building mobility and safety enhancements provided by the IIJA is ARTBA’s top priority,” said Paula Hammond, chairwoman of the American Road and Transportation Builders Association.

“As the IIJA supports thousands of new projects, there will also be an increased number of work zones, resulting in increased risk exposure for workers. The transportation construction community is committed to doing its part to mitigate an increase in the number of safety-related incidents,” she continued.

Stakeholders cited National Highway Traffic Safety Administration data estimating that nearly 43,000 traffic fatalities occurred in 2021, marking a 10.5% increase from the previous year.

Specific to technology matters, Williams proposed embracing a big-picture perspective on emerging applications in the transportation landscape. He observed, “As technology and innovation advance, and public expectations and demands for more nimble service delivery rise, agencies will need to reimagine their workforce.”



*Williams testifies before the panel. (T&I Committee Republicans via YouTube)*

“State DOTs’ constituents are increasingly demanding transparency, accountability, increased personalized communication, and on-demand service delivery,” he went on. “The new technologies associated with this work require different skill sets and competencies than those of traditional state DOT employees. Additionally, as the new generation entering the workforce seeks agility and innovation, and brings a service-delivery mindset, state DOTs need to adjust to the culture of the new workforce to recruit and retain these employees.”

Rep. Rick Crawford (R-Ark.), the subcommittee’s chairman, pledged to enhance the oversight approach of the Biden administration’s implementation of the bipartisan infrastructure law. “IIJA significantly increased funding for existing programs, created new programs with new el-

*Continued on Page 11*

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# SDTA NextGen Mixer was held on April 11th at Blarney Stone in downtown Sioux Falls



*Thank you to all who attended this event!*



Join us at our next event this summer!

For more information or to sign up for the SDTA's NextGen Group, please contact the SDTA Office at 605.334.8871 or [info@southdakotatrucking.com](mailto:info@southdakotatrucking.com).

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## Transportation Stakeholders Highlight Safety, Technology *continued from Page 9*

igibilities, and increased, by nearly 500%, the amount of competitive grant funding the [Transportation] secretary will award," he observed.

"Given the significant funding and discretion provided to the secretary, it is essential that Congress performs its oversight role to ensure efficient and effective use of taxpayer dollars, and to ensure that the administra-

tion is implementing IIJA consistent with the letter of the law," the chairman added, noting that agencies such as the Federal Highway Administration and the Federal Transit Administration have distributed more than \$150 billion in formula funding to transportation agencies.

*Reprinted from Transport Topics.*

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# Upcoming Events



**MARK YOUR CALENDAR**

**MAY 11, 2023**

SDTA Spring/Summer Executive Committee Meeting  
10:00 a.m.  
AmericInn  
Chamberlain, SD

**MAY 11, 2023**

SDTA Spring/Summer Board of Directors Meeting  
1:00 p.m.  
AmericInn  
Chamberlain, SD

**MAY 11, 2023**

Social Hour, Dinner and Calcutta for the Annual Cliff Tjaden Fishing Event  
6:00 p.m.  
AmericInn  
Chamberlain, SD

**MAY 12, 2023**

Annual Cliff Tjaden Fishing Event  
7:30 a.m. - 3:30 p.m.  
Cedar Shore Resort  
Oacoma, SD

**MAY 20, 2023**

SD Truck Driving Championships  
7:00 a.m.  
Southeast Technical College  
Sioux Falls, SD

**JUNE 1 - 4, 2023**

Wheel Jam  
State Fairgrounds  
Huron, SD

**JULY 20, 2023**

SDTA East River Golf Event  
9:00 a.m.  
Brandon Golf Course  
Brandon, SD

**AUGUST 16 - 19, 2023**

National Truck Driving Championships  
Columbus, OH

**SEPTEMBER 10 - 16, 2023**

National Truck Driver Appreciation Week

**SEPTEMBER 13 - 15, 2023**

SDTA 88th Annual Convention  
Ramkota Hotel & Conference Center  
Sioux Falls, SD

**NOVEMBER 9, 2023**

SDTA Annual Pheasant Hunt  
8:00 a.m.  
Meet at Hutch's Cafe  
Presho, SD

**NOVEMBER 10, 2023**

SDTA Fall Executive Committee Meeting  
8:00 a.m.  
AmericInn  
Fort Pierre, SD

**NOVEMBER 10, 2023**

SDTA Fall Board of Directors Meeting  
10:00 a.m.  
AmericInn  
Fort Pierre, SD

**DECEMBER 6, 2023**

West River Legislative Reception  
5:30 p.m. - 7:00 p.m.  
Minervas, Lincoln Room  
Rapid City, SD

**DECEMBER 12, 2023**

NextGen Reception  
4:30 p.m.  
East River Legislative Reception  
5:30 p.m. - 7:00 p.m.  
Minervas  
Sioux Falls, SD

**FEBRUARY 12, 2024**

Annual Legislative Reception and Sundae Bar  
6:00 p.m.  
Ramkota Hotel & Conference Center  
Pierre, SD

**FEBRUARY 13, 2024**

SDTA Winter Executive Committee Meeting  
10:00 a.m.  
Ramkota Hotel & Conference Center  
Pierre, SD

**FEBRUARY 13, 2024**

SDTA Winter Board of Directors Meeting  
12:30 p.m.  
Ramkota Hotel & Conference Center  
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# ATA's 2023 Safety, Security & Human Resources National Conference & Exhibition Review

**Michelle Wells** | Executive Assistant | SDTA

I just returned from the ATA 2023 Safety, Security, and Human Resources National Conference & Exhibition. The event was held at the Hilton Minneapolis, Minneapolis, MN. I felt like a kid in a candy shop, surrounded by 60+ exhibitors who were eager to talk to me about their products and/or services. I handed out a business card to each and every vendor. I had amazing conversations with many of them, some of which were quite excited to setup a "presence" in our state. I am looking forward to developing these connections.

As a first-time attendee, I didn't really know what to expect. At the Opening General Session, I learned there were a lot of us "newbies." The 2023 Conference set record numbers, with nearly 450 attendees. As it turns out, there were nearly 50 of us first-timers. I sat close to the front of the room in each session I attended so I could absorb as much information as possible. The speakers were phenomenal.

ATA held concurrent sessions throughout the Conference to allow attendees several options. Some of the topics covered on the first day were reducing crash risks, utilizing modern technology to address unsafe driving, drugs/drug testing, the winning four phases of litigation, and unique ID/wireless roadside inspections.

Day two of sessions included topics like recruiting/retaining drivers, ATRI research, proper driver qualification, diabetes and its impact on drivers, cybersecurity, deposition training, and regulation updates. I kept good notes and plan to try and get some of these speakers to South Dakota in the future.

I appreciate the opportunity to be able to represent the South Dakota Trucking Association at events such as this. Often times, as I sit taking notes during the monthly SDTA Council Meetings, discussions are held on products and companies that are either successful or unsuccessful in the industry. I stopped at an industry-leading ELD compliance vendor at the Conference for a full demo. A couple of SDTA Safety Management Council participating companies use this provider and highly recommend them when talking to fellow safety professionals. Getting a full demonstration of this product and its capabilities gives me an entirely new perspective when these conversations occur in the future. I appreciate the opportunity to learn more about this industry firsthand.

A special congratulations goes to Montana's Truck Driver of the Year, James Self, Whitewood Transportation. Mr. Self has logged over 7 million accident-free miles in his career. He got up and gave an outstanding speech. He noted that throughout his entire life, he personally would rather drive for hours on black ice in a wind storm than speak in public. I'm not sure where his fear comes from because he slayed it! He is an outstanding representative to highlight in this industry. Congratulations to Mr. Self and to the Montana Trucking Association!

Lastly, I want to thank the members of SDTA for being so supportive of me over the years. I started this job in February 1991 and have enjoyed it ever since!

Thank you!



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A photograph of a man and a woman shaking hands in a professional setting. The man is on the left, wearing a light blue shirt, and the woman is on the right, wearing a light-colored button-down shirt. They are both smiling and looking at each other. The background is a bright, out-of-focus office environment with large windows.

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# FMCSA Forum Outlines Agency's Current, Future Research

**Eric Miller** | Senior Reporter | *Transport Topics*

April 13, 2023 – Plans for significant rulemaking proposals, in-depth studies and data collections in 2023 and beyond were the topics of discussion at this year's Federal Motor Carrier Safety Administration's annual Analysis, Research and Technology Forum.

Top agency officials said plans are underway to soon offer rulemaking proposals for heavy vehicle speed limiters, automatic emergency braking systems, safe integration of automated driving systems and a safety fitness rule to identify unfit motor carriers.

The virtual four-hour research session was April 12. The session also included updates on research underway on a driver compensation study, a driver detention time study, and a \$30 million several-years-long large truck crash causation study.

"Technology has a potential to improve people's lives, and to save lives on our roadways," FMCSA Administrator Robin Hutcheson said in a kickoff speech to the forum. "And to the degree it can do that, we should be ready to use it in the safest way possible. Nowhere is this more apparent than in the incremental transition to the way drivers are assisted with technology when they're driving, and in the national conversation about automation."

Hutcheson added, "We have a great policy in the National Roadway Safety Strategy. And we have galvanized efforts across FMCSA, DOT and our industry and stakeholder partners. We also have the Biden-Harris Trucking Action Plan, which is reducing barriers to getting more drivers CDL licenses. The third pillar is the bipartisan infrastructure law."

FMCSA's current and future research projects also include a look at whether the minimum insurance requirement should be raised above the current \$750,000 minimum that has been in place since 1985, and a study in how to catch CDL holders attempting to avoid loss of their licenses for bad inspections or traffic and legal violations. In addition, the agency is planning research on the effectiveness of the Entry Level Driver Training rule and third-party testing, and taking a look at how well the safe driver apprenticeship pilot program is going so far.

Agency officials also said they will be researching the effectiveness of automated driving systems, advanced driver assistance systems and also applying leading-edge technology to roadside enforcement and inspection operations, research initiatives that could dramatically alter how drivers interact with their vehicle, how commercial motor vehicles are inspected, and how potential future assisted

driver system vehicles may interact with law enforcement and other public entities.

Key research program activities for automated vehicles include electronic inspections, human factors in ADS-equipped CMVs, work zone safety, emergency response and on-road driving performance evaluation, according to Mike Lukuc, an engineer with FMCSA's technology division.

Research on the ADS onboard data monitoring of safety-critical data analysis systems will include forward collision warning, lane departure warning, automatic emergency braking, and pedestrian collision warning.

Bob Kreeb, director of FMCSA's Office of Analysis, Research and Technology, said his office will continue to focus on research that addresses safety challenges for carriers, drivers and motor vehicle equipment.

"While ADS vehicles continue to mature, we know that human drivers will support motor vehicle operations for many, many years to come," Kreeb said. "So we're going to continue to focus a good portion of our research on driver issues and improving driver safety."

One FMCSA research project, known as Level VIII inspection testing, will allow inspections to be conducted electronically, while vehicles are in motion. Researchers say the program, which could be controversial, will collect more data on motor carriers, reduce traffic congestion at inspection points, and save time for carriers and drivers. The agency said it is aiming to begin on-road testing in calendar year 2023.

"Level VIII inspections are a type of inspection conducted electronically while the vehicle is in motion without direct interaction with an enforcement officer," said Tom Kelly, an FMCSA transportation specialist. "The vision for level VIII inspections is that they collect more data about the carrier and driver, including CDL status and hours-of-service compliance. This data is then electronically checked against national data compliance databases in real time without human interaction."

The agency's Innovative Technology Deployment safety mission grant program will feature research to apply cutting-edge technology to improve highway safety and efficiency, said FMCSA transportation specialist Leroy Taylor. The Innovative Technology Deployment could feature such new technologies as driver compliance cameras, electronic credential automation, vehicle out-of-service issue detection, and vehicle tire safety screening, Taylor said.

*Reprinted from Transport Topics.*



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# DRIVER OF THE MONTH NOMINATION FORM & RULES

Date: \_\_\_\_\_ Jacket Size: \_\_\_\_\_

Name of Driver: \_\_\_\_\_ Age: \_\_\_\_\_

Marital Status: \_\_\_\_\_ Spouse's Name: \_\_\_\_\_

Residence Address (in full): \_\_\_\_\_

Children & Ages: \_\_\_\_\_

Name of Carrier: \_\_\_\_\_

Home Terminal Address (in full): \_\_\_\_\_

Phone Number: \_\_\_\_\_ Email: \_\_\_\_\_

Years Employed by Present Employer: \_\_\_\_\_ Total Years of Experience: \_\_\_\_\_

Type of Equipment Operated:  Truck  Tractor-Semitrailer  Doubles  Other

Type of Driving:  Over the Road  City  Other

Total Mileage: \_\_\_\_\_ Mileage with Present Employer: \_\_\_\_\_

# of Accidents: \_\_\_\_\_ Chargeable Dates: \_\_\_\_\_

\_\_\_\_\_ Non-Chargeable Dates: \_\_\_\_\_

Has your driver ever been selected as a Driver of the Month or Driver of the Year in South Dakota or any other state?

Yes  No If yes, when?: \_\_\_\_\_

Participation in truck driving championships or other transportation related activities: \_\_\_\_\_

Basis of Nomination: \_\_\_\_\_

With this entry, company agrees to send their driver, if selected as Driver of the Month, to the South Dakota Trucking Association Annual Convention, where the driver will participate in a personal interview. Drivers not being interviewed will not be eligible for the Driver of the Year honors. Interview times will be scheduled Friday afternoon during the convention.

With this entry, the company agrees to submit Driver of the Year Entry Form for National Competition if your driver is selected as the South Dakota Driver of the Year.

Submitted by: \_\_\_\_\_ Title: \_\_\_\_\_

## RULES:

Driver may be nominated for Driver of the Month for any outstanding act of heroism, a contribution to highway safety, an extraordinary act of courtesy, an exceptional deed or act of service to mankind within the community reflecting positively on the motor carrier industry, or for a long period of safe and courteous driving. An outstanding act shall be deemed to mean unusual or other than the normal every day courtesies afforded by truck drivers.

## ELIGIBILITY:

1. The nominated driver must be an employee of a member in good standing of the South Dakota Trucking Association.
2. The nominated driver must have been an employee of the present employer for at least two years and have a minimum of five years overall experience.
3. South Dakota domiciled\* drivers are eligible for nomination for an outstanding act performed in any state. \* The intent of the word "domiciled" shall be interpreted to mean: Any driver reporting to or regularly dispatched from a terminal within the state of SD (in keeping with the Federal Motor Carrier Safety Regulations definition of his/her home terminal) regardless of where the driver may dwell.

4. A driver may receive the Driver of the Month award only one time in any contest year. He/she may be renominated in any subsequent year.
5. Nominations for outstanding acts on the highway shall be accompanied by supporting evidence (letters, statements, news clippings, etc.). A clear, factual account is absolutely necessary. Vague generalizations will not be accepted.
6. A copy of recent driver motor vehicle record check must accompany the nomination.
7. Drivers nominated and not selected as Driver of the Month will be held over and used in the following month's selection.
8. Entries must be in the SDTA office no later than the 10th of each month for that current month's contest.
9. Nominations may be made by any party, but must be approved by the employer or a representative of the employer.
10. The annual contest will run from September of the previous year through August of the current year.
11. Company agrees to submit a professional head and shoulders photo of the winning driver.

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# Bipartisan Bill Would Repeal Federal Excise Tax on Trucks

Deborah Lockridge | Editor in Chief | *Truckinginfo.com*

March 21, 2023 – The push to decarbonize the trucking industry and reduce pollution could lend momentum to the latest attempt to repeal the federal excise tax on new trucks.

Legislation has been introduced into both the House and Senate to repeal the 12% FET on the purchase of new trucks, which critics says penalizes trucking companies looking to invest in cleaner, safer vehicles.

The Modern Clean and Safe Trucks Act of 2023 was introduced in both the House and Senate by a bipartisan coalition of Congressmen and Senators, led by Sens. Todd Young (R-Ind.) and Ben Cardin (D-Md.) in the Senate. Reps. Doug LaMalfa (R-Calif.) and Chris Pappas (D-N.H.) led reintroduction in the House, with Reps. Earl Blumenauer (D-Ore.) and Darin LaHood (R-Ill.) also joining as original cosponsors.

The FET is currently the highest percentage excise tax levied on any product and could add \$15,000 to \$30,000 to the cost of new heavy trucks, trailers, semitrailer chassis, and tractors for highway use, explains a news release from Rep. Pappas. The FET applies to vehicles with a gross weight of 33,000 pounds.

This tax is paid at the time of sale and is not levied on used truck sales, encouraging the purchase of used vehicles.

“Nearly half of America’s trucking fleet is over 10 years old,” said Scott McCandless, chairman of American Truck Dealers and President of McCandless Truck Center of Aurora, Colorado. “Repealing the FET will be a giant step toward achieving our national goal of turning over America’s aging truck fleet.”

Rep. LaMalfa explained, “On one hand, regulators want operators out of older trucks, but on the other hand, this tax penalizes them for trying to update their equipment.”

American Truck Dealers and other groups have been pushing Congress to repeal the tax for years, and it’s not the first repeal bill to be introduced. In 2013 and 2015 there even was discussion of raising the tax to help pay for highways.

## ‘Antiquated’ Tax

The FET was first enacted in 1917 to help pay for World War I. The bill’s sponsors explain that the tax originally was put in place to raise money for wartime mobilization in WW1 and WW2, fund Great Depression-era programs, and for the Highway Trust Fund.

“The federal excise tax has outlived its original purpose by more than a century,” LaMalfa said. ‘Truckers are an es-



Photo: Volvo Trucks North America

sential cornerstone in our supply chain, yet the tax code disincentivizes them from purchasing the most up-to-date equipment.”

The American Trucking Associations, American Truck Dealers, and the Zero Emissions Transportation Association praised the bill, as did The Association for the Work Truck Industry, known as NTEA.

“The federal excise tax on purchases of trucks adds nearly \$25,000 to the cost of new equipment – slowing deployment of safer and more environmentally friendly vehicles,” said ATA President and CEO Chris Spear. “This more than 100-year-old tax, first instituted to support American troops during the First World War, has far outlived its usefulness and now acts as an impediment to creating jobs, reducing emissions and improving highway safety.”

On February 22, ATD, the American Trucking Associations, and Zero Emission Transportation Association sent a letter to House and Senate Leadership in support of FET repeal.

The American Truck Dealers said the FET is a major disincentive for trucking fleets to modernize their equipment with new, low-emission vehicles. It also has pointed out that the Environmental Protection Agency’s new, stringent NOx standards could result in a major “pre-buy/no buy,” a significant deferral of new commercial sales, and a spike in older used CMV purchases.

“As in the past, when emissions standards are too stringent, they can result in major job losses, businesses closures, and a negative impact on potential air quality improvements,” explained David Bell, National Auto Dealers Association director of legislative affairs, in a brief.

NTEA also said repealing this tax would give Congress the opportunity to create long-term stability in the Highway Trust Fund by replacing FET with a funding source not based on annual truck sales.

*Reprinted from HDT TruckingInfo.com.*

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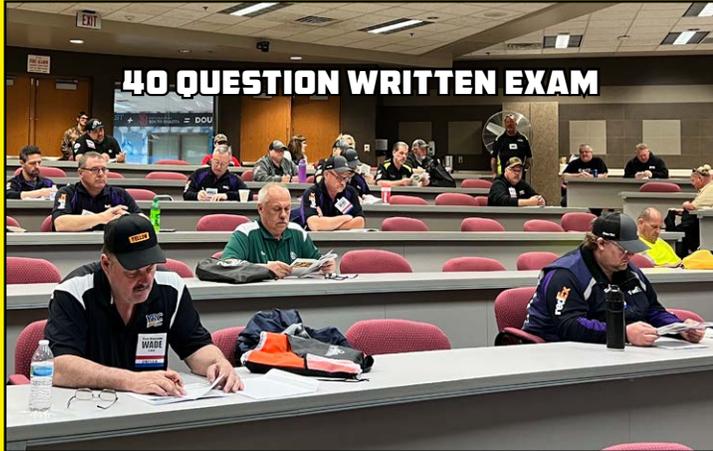


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# ATA Marks Distracted Driving Awareness Month by Encouraging Drivers to Practice Safe Behaviors



PRESS RELEASE | APRIL 5, 2023



*Washington* – In recognition of Distracted Driving Awareness Month, the American Trucking Associations is doubling down on efforts to encourage motorists to put their mobile devices down and practice safe, attentive driving.

“Distracted driving is a significant threat to our industry’s goal of zero highway fatalities,” said ATA Vice President of Safety Policy Dan Horvath. “While we should avoid distractions all year long, Distracted Driving Awareness Month is a good time to recognize that we all need to do more to improve highway safety by putting our phones and other devices down, focusing on the task of driving.

“The trucking industry has long been subject to a mobile device ban, and we have seen the positive impact that reducing distractions can have, so we believe that extending similar bans to all drivers – or at the very least, encouraging all drivers to practice personal responsibility can improve safety,” he said.

For nearly a decade, ATA has supported bans on handheld mobile device use by drivers, as well as enhanced educational and enforcement campaigns. In addition, ATA has committed to working with the Department of Transportation through the National Roadway Safety Strategy to use our resources – including America’s Road Team and the Share the Road program to educate motorists about the importance of being attentive and alert while behind the wheel.

“As a professional driver, I am amazed at the number of people I see on the roads driving with one hand – or sometimes no hands – on the wheel while they text, scroll, put makeup on or even reading a book,” said Share the Road Professional Driver Ron Round, Pottle’s Transportation LLC. “Taking your eyes off the road for just three seconds can mean you miss nearly a football field of roadway. Its unsafe and drivers owe it to the motorists they share the road with to give driving their full attention.”

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# THE NATION'S TOP TRUCK BOTTLENECKS 2023

Since 2002, the American Transportation Research Institute (ATRI) has collected and processed truck GPS data in support of numerous U.S. DOT freight mobility initiatives. Utilizing an extensive database of freight truck GPS data, ATRI develops and monitors a series of key performance measures on the nation's freight transportation system. Among its many GPS analyses, ATRI converts its truck GPS dataset into an ongoing truck bottleneck analysis that is used to quantify the impact of traffic congestion on truck-borne freight at over 300 specific locations. While other outside analyses may identify congested corridors, no dataset available today specifically identifies granular chokepoints in the nation's truck freight transportation system.

Measuring the performance of freight movement across our nation's highways is critical to understanding where and at what level investments should be made. The information provided through this research empowers decision-making in both the private and public sectors by helping stakeholders better understand how congestion and delays constrain mobility on the U.S. highway transportation system. ATRI's annual bottleneck list provides a clear roadmap to guide investment decisions as the nation capitalizes on the new Infrastructure Investment and Jobs Act to address the nation's supply chain challenges.

ATRI's bottleneck analysis incorporates and synthesizes several unique components, including a massive database of truck GPS data at freight-significant locations throughout the U.S., and a speed/volume algorithm that quantifies the impact of congestion on truck-based freight. In addition, the annual reports provide a chronological repository of mobility profiles, allowing congestion changes to be assessed over time. This allows both transportation analysts and planners to conduct performance benchmarking and identify influential factors contributing to congestion and the requisite consequences on freight mobility.

## BY THE NUMBERS



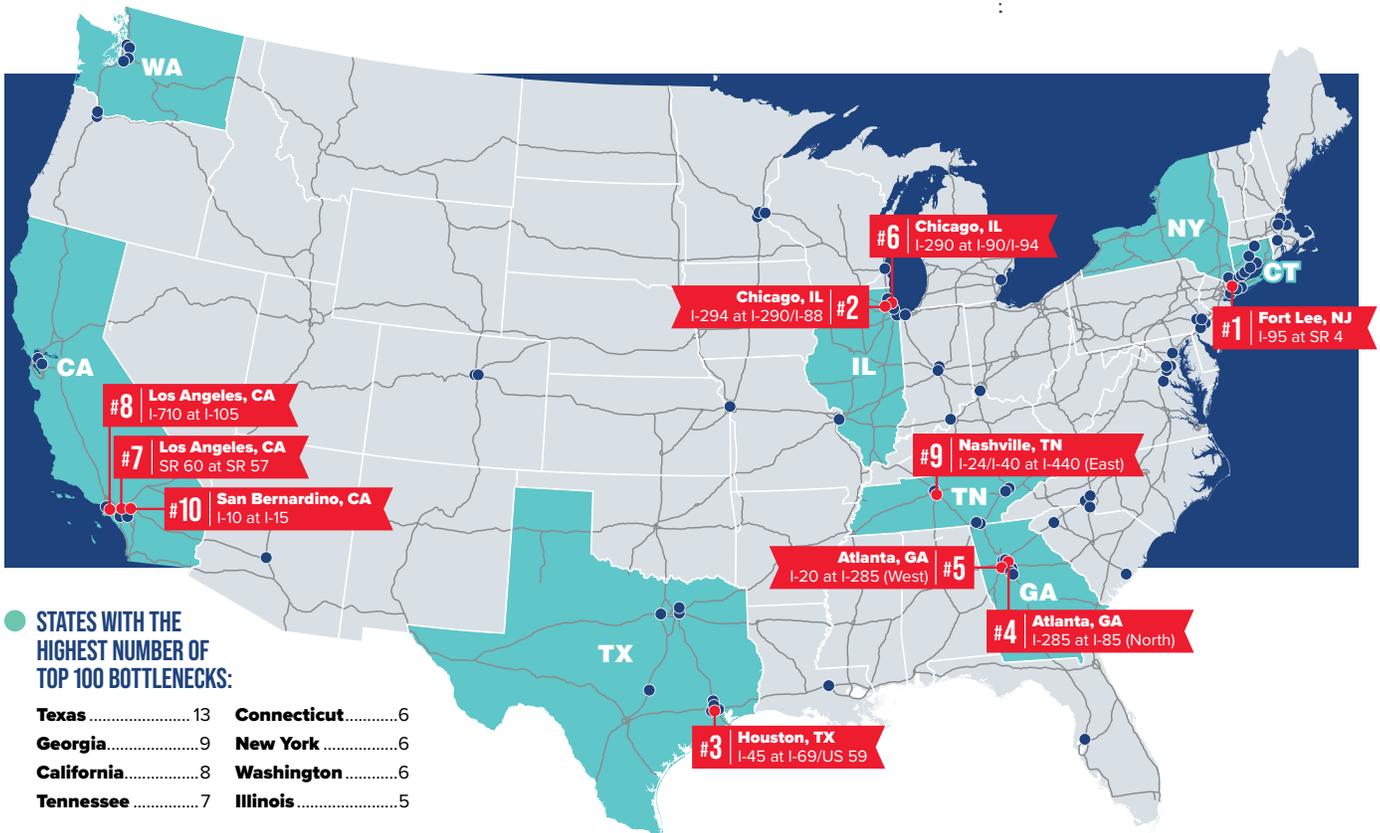
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Continued on Page 33



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# 2023 TOP TRUCK BOTTLENECKS

- |  |  |   |
|--|--|---|
| <p><b>1 Fort Lee, NJ:</b> I-95 at SR 4</p> <p><b>2 Chicago, IL:</b> I-294 at I-290/I-88</p> <p><b>3 Houston, TX:</b> I-45 at I-69/US 59</p> <p><b>4 Atlanta, GA:</b> I-285 at I-85 (North)</p> <p><b>5 Atlanta, GA:</b> I-20 at I-285 (West)</p> <p><b>6 Chicago, IL:</b> I-290 at I-90/I-94</p> <p><b>7 Los Angeles, CA:</b> SR 60 at SR 57</p> <p><b>8 Los Angeles, CA:</b> I-710 at I-105</p> <p><b>9 Nashville, TN:</b> I-24/I-40 at I-440 (East)</p> <p><b>10 San Bernardino, CA:</b> I-10 at I-15</p> <hr/> <p><b>11 Houston, TX:</b> I-10 at I-45</p> <p><b>12 Chicago, IL:</b> I-80 at I-94</p> <p><b>13 McDonough, GA:</b> I-75</p> <p><b>14 Atlanta, GA:</b> I-285 at SR 400</p> <p><b>15 Cincinnati, OH:</b> I-71 at I-75</p> <p><b>16 Dallas, TX:</b> I-45 at I-30</p> <p><b>17 Atlanta, GA:</b> I-20 at I-285 (East)</p> <p><b>18 Atlanta, GA:</b> I-75 at I-285 (North)</p> <p><b>19 Houston, TX:</b> I-45 at I-610 (North)</p> <p><b>20 Baton Rouge, LA:</b> I-10 at I-110</p> <hr/> <p><b>21 Hartford, CT:</b> I-84 at I-91</p> <p><b>22 Chicago, IL:</b> I-90 at I-94 (South)</p> <p><b>23 Denver, CO:</b> I-70 at I-25</p> <p><b>24 Chicago, IL:</b> I-90 at I-94 (North)</p> <p><b>25 Stamford, CT:</b> I-95</p> <p><b>26 Houston, TX:</b> I-10 at I-610 (West)</p> <p><b>27 Brooklyn, NY:</b> I-278 at Belt Parkway</p> <p><b>28 Portland, OR:</b> I-5 at I-84</p> <p><b>29 Philadelphia, PA:</b> I-76 at I-676</p> <p><b>30 Houston, TX:</b> I-610 at US 290</p> <hr/> <p><b>31 Vancouver, WA:</b> I-5 at Columbia River</p> <p><b>32 Austin, TX:</b> I-35</p> <p><b>33 St. Louis, MO:</b> I-64/I-55 at I-44</p> <p><b>34 Providence, RI:</b> I-95 at I-195</p> <p><b>35 Atlanta, GA:</b> I-20 at I-75/I-85</p> <p><b>36 Queens, NY:</b> I-495</p> <p><b>37 Nashville, TN:</b> I-40 at I-65 (East)</p> <p><b>38 Philadelphia, PA:</b> I-76 at US 1</p> <p><b>39 Chattanooga, TN:</b> I-24 at US 27</p> <p><b>40 Oakland, CA:</b> I-880 at I-238</p> | <p><b>41 Corona, CA:</b> I-15 at SR 91</p> <p><b>42 Gary, IN:</b> I-65 at I-80</p> <p><b>43 Houston, TX:</b> I-10 at I-610 (East)</p> <p><b>44 Philadelphia, PA:</b> I-476 at I-95</p> <p><b>45 Denver, CO:</b> I-25 at I-76</p> <p><b>46 Bronx, NY:</b> I-678</p> <p><b>47 Detroit, MI:</b> I-94 at I-75</p> <p><b>48 Norwalk, CT:</b> I-95</p> <p><b>49 Seattle, WA:</b> I-5 at I-90</p> <p><b>50 Minneapolis - St. Paul, MN:</b> I-35E at I-94</p> <hr/> <p><b>51 Nashville, TN:</b> I-65 at I-24</p> <p><b>52 Denver, CO:</b> I-70 at I-270</p> <p><b>53 Dallas, TX:</b> US 75 at I-635</p> <p><b>54 Waterbury, CT:</b> I-84 at SR 8</p> <p><b>55 Minneapolis - St. Paul, MN:</b> I-35W at I-494</p> <p><b>56 Charlotte, NC:</b> I-77 near Lake Norman</p> <p><b>57 Atlanta, GA:</b> I-75 at I-675</p> <p><b>58 Los Angeles, CA:</b> I-110 at I-105</p> <p><b>59 Chattanooga, TN:</b> I-75 at I-24</p> <p><b>60 Atlanta, GA:</b> I-75 at I-85</p> <hr/> <p><b>61 Ft. Worth, TX:</b> I-35W at I-30</p> <p><b>62 Charlotte, NC:</b> I-77 at I-485 (South)</p> <p><b>63 Knoxville, TN:</b> I-40/I-75 at I-140</p> <p><b>64 Kansas City, MO:</b> I-70 at I-670 at US 71</p> <p><b>65 Charlotte, NC:</b> I-85 at I-485 (West)</p> <p><b>66 Indianapolis, IN:</b> I-465 at I-69</p> <p><b>67 Boston, MA:</b> I-93 at SR 3</p> <p><b>68 Federal Way, WA:</b> SR 18 at I-5</p> <p><b>69 Auburn, WA:</b> SR 18 at SR 167</p> <p><b>70 Charleston, SC:</b> I-26 at I-526</p> | <p><b>71 Houston, TX:</b> I-610 at I-69/US 59 (West)</p> <p><b>72 Knoxville, TN:</b> I-40 at I-275</p> <p><b>73 Tampa, FL:</b> I-4 at I-275</p> <p><b>74 Las Vegas, NV:</b> I-15 at I-515</p> <p><b>75 Manhasset, NY:</b> I-495 at Shelter Rock Road</p> <p><b>76 New Haven, CT:</b> I-95 at I-91</p> <p><b>77 Stafford, VA:</b> I-95</p> <p><b>78 Tacoma, WA:</b> I-5 at I-705/SR 16</p> <p><b>79 Washington, DC:</b> I-95 at I-495 (North)</p> <p><b>80 Philadelphia, PA:</b> I-76 at I-476</p> <hr/> <p><b>81 Houston, TX:</b> I-10 at I-69/US 59</p> <p><b>82 Greenville, SC:</b> I-85 at I-385</p> <p><b>83 Phoenix, AZ:</b> I-17 at I-10</p> <p><b>84 Nyack, NY:</b> I-287</p> <p><b>85 Oakland, CA:</b> I-80 at I-580/I-880</p> <p><b>86 Bridgeport, CT:</b> I-95 at SR 8/SR 25</p> <p><b>87 Indianapolis, IN:</b> I-65 at I-70 (North)</p> <p><b>88 Seattle, WA:</b> I-90 at I-405</p> <p><b>89 Washington, DC:</b> I-495 at I-66</p> <p><b>90 Boston, MA:</b> I-95 at I-90</p> <hr/> <p><b>91 Houston, TX:</b> I-45 at Sam Houston Tollway (North)</p> <p><b>92 Washington, DC:</b> I-495 at I-270 (West)</p> <p><b>93 Los Angeles, CA:</b> SR 91 at SR 55</p> <p><b>94 Milwaukee, WI:</b> I-94/I-794 at I-43</p> <p><b>95 Louisville, KY:</b> I-265 at I-64</p> <p><b>96 Elmsford, NY:</b> I-287 at I-87</p> <p><b>97 Baltimore, MD:</b> I-695 at I-70</p> <p><b>98 Minneapolis - St. Paul, MN:</b> I-35W at I-94</p> <p><b>99 Boston, MA:</b> I-95 at I-93 (North)</p> <p><b>100 Camden, NJ:</b> I-76 at I-676</p> |
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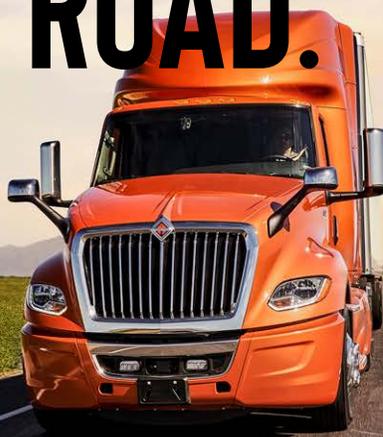




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