

Trucking News

THE OFFICIAL PUBLICATION OF THE SOUTH DAKOTA TRUCKING ASSOCIATION

FEBRUARY 2024

Trucking's Voice In South Dakota Since 1935



2024 LEGISLATIVE RECEPTION & SUNDAE BAR

Page 11

ROUTE TO:

- Owner
- Safety Manager
- Controller
- Driver Lounge

THE DRIVE TO BE CHAMPIONS

Learn what it takes to compete in the South Dakota TDCs from some of the best

Page 16

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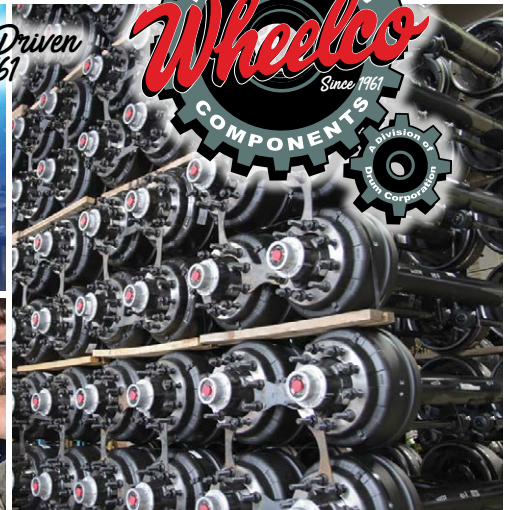


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- A Preferred Fleet Customer has access to Fleet HQ service reports through Goodyeartrucktires.com.
- To enroll as a Goodyear Preferred Fleet customer, contact your local Goodyear Commercial dealer.

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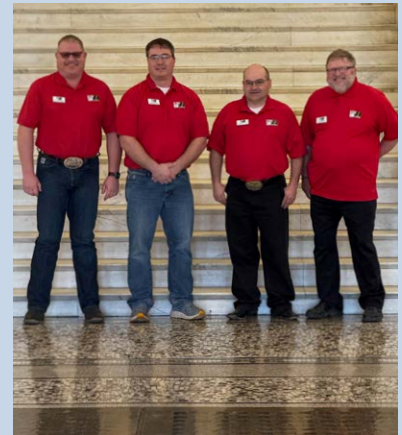


Photo Courtesy of Trevor Johnson

South Dakota’s Road Team at the Capitol. Pictured L to R: Mike Whitehead, FedEx Freight, Inc., Jeff Eschen, K&J Trucking, Inc., Jeremy Senger, FedEx Freight, Inc., and Gary Schmidt, Cliff Viessman, Inc.



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22ND ANNUAL

Cliff Tjaden **FISHING EVENT**

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

FRIDAY, MAY 10, 2024

CEDAR SHORE MARINA | OACOMA, SD

Registration Fee:

\$50
per person

Check-in starts at 6:45 AM

Boats launch from Cedar Shore Marina starting at 7:30 AM

All boats must check-in by the American flag in the Marina by 3:00 PM

Scan the QR for more information and to register

PROCEEDS TO BENEFIT WORKFORCE DEVELOPMENT



SCAN TO REGISTER



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A Calcutta will be held on:

Thursday, May 9 | 6 PM

AmericInn | 1981 E King St. | Chamberlain, SD

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MESSAGE FROM THE **Chairman**

Good day, ladies and gentlemen. We had our board meeting and legislative reception last week. I feel it was a smaller attendance than normal, but the legislators have so much to attend that they were in and out with other events taking place the same night. The seat belt law has gone by the wayside. The mud flap bill made it out of the House by one vote but died in the Senate.

Our next event is the Call on Washington in April. Christine and I will be bringing our concerns to our legislative delegation and the lobbying groups in Washington, D.C. The issues we are looking at are speed limiters, automatic braking, along with the overtime bills.

Congratulations to Mike Whitehead, FedEx Freight, on being named as a 2024–2025 America's Road Team Captain. I am sure that most companies would like to clone Mike, as he is an example of professionalism. He is not only a fine example for this industry but also this association.

South Dakota also has a road team, and Mike is a member of the South Dakota team as well. Currently, there are a total of four drivers serving on the South Dakota Road Team. The other SD Road Team captains are Gary Schmidt, Cliff Viessman, Inc.; Jeff Eschen, K&J Trucking, Inc.; and Jeremy Senger, FedEx Freight. We cannot forget the companies that employ all of these drivers. They make sure they have the time to attend all of the events they have, along with financial help.

Safe travels,

A handwritten signature in black ink that reads "Robert Willey".

Bob Willey

Bob Willey Trucking

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MESSAGE FROM THE
President

Christine's Corner

Greetings from Pierre!

“Crossover Day” marks the point in the legislative session at which bills must pass out of one chamber (e.g., the Senate) to be considered by the other chamber (e.g., the House of Representatives) in the same legislative session. In many legislatures, if a bill hasn’t passed out of its chamber of origin by crossover day, it becomes much more difficult for it to become law during that particular legislative session. This deadline helps ensure that there’s enough time for both chambers to fully consider and debate legislation before the end of the session. It’s a significant milestone in the legislative process and often a focus of intense activity as lawmakers work to advance their priorities before the deadline. This year, it was unprecedented, with both chambers swiftly and efficiently working through their agendas and adjourning before 5 p.m. Oftentimes, the chambers will have to cover the clocks to ensure they get all the bills out of their respective chambers.

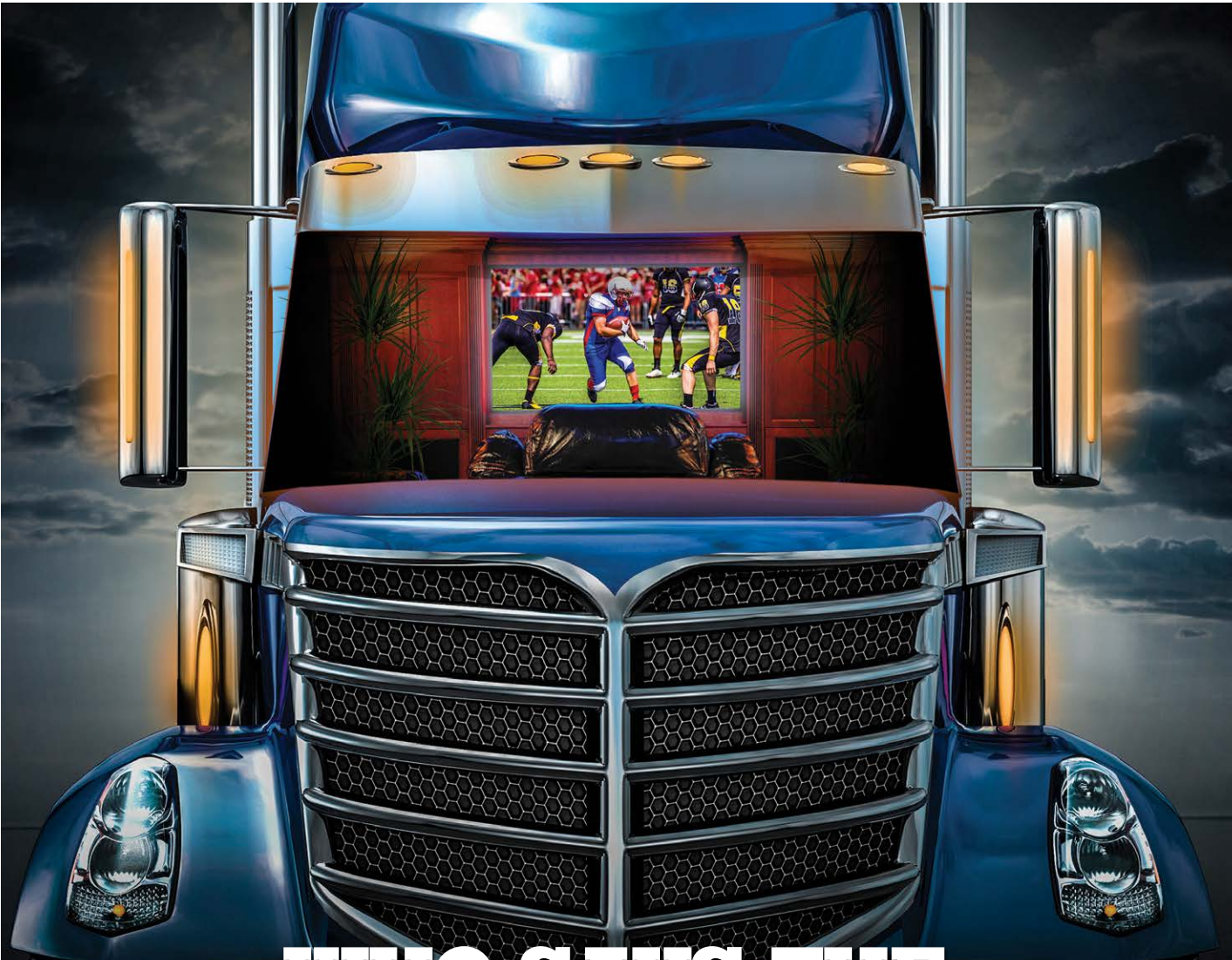
We held our board meetings for SDADA and SDTA this past week, along with our legislative event on Monday night. Competing with four other events makes it tough, but we are grateful for the wonderful turnout and all the legislators who were able to stop by, along with Lt. Governor Larry Rhoden and Attorney General Marty Jackley.

As the session winds down, we continue to monitor bills to ensure they aren’t amended or ‘hoghoused’ into something that would impact our industries adversarially.

Finally, please take note all of the upcoming events for 2024 on page 9. We are working to get information in your hands earlier so you can plan to be part of these important events.

Onward,

Christine M. Vinatieri-Erickson



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FEBRUARY 2024 DRIVER OF THE MONTH



Jeremy Senger
Professional Truck Driver

Jeremy Senger, FedEx Freight, Inc., Rapid City, SD, was selected as the February 2024 Driver of the Month by the South Dakota Safety Management Council.

Jeremy has 23 years of driving experience. He's been with FedEx Freight, Inc. for 11 years and has driven more than 975,000 miles. He has had no accidents in his career.

Jeremy has participated in the South Dakota Truck Driving Championships four times. He won first place and competed in Nationals three out of four times. In 2023, he received the Larry Thury Award for Best Skills Course.

Jeremy is friendly, dependable, hardworking, dedicated, and very good at his job. He lives, eats, and breathes safety. He is a member of the SD Road Team and is devoted to spreading the word on how to safely share the road with trucks.

Jeremy is a family man. He and his wife, Darlene, have two sons: Walter (13) and Edward (12). They live in Rapid City, SD.

The South Dakota Trucking Association joins the Safety Management Council in congratulating Jeremy Senger for being selected as the February 2024 Driver of the Month.

Sponsors of Driver of the Month Program:

WORKFORCE

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& SDTA'S SAFETY MANAGEMENT COUNCIL

HONOR YOUR BEST DRIVERS!



Nominate them for Driver of the Month

A nomination form & rules can be found on page 27 or online at www.southdakotatrucking.com under the Resources tab.

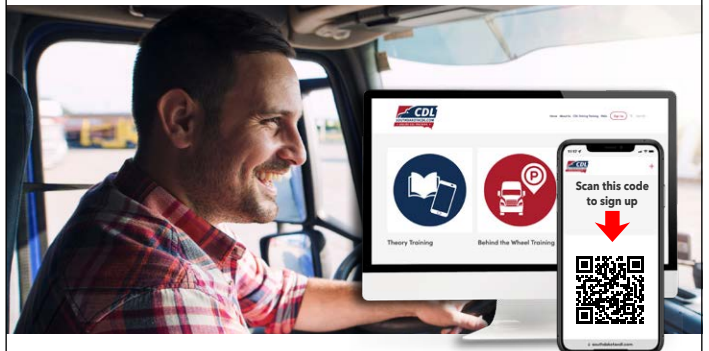


For more information, please contact the SDTA office at 605-334-8871 or michelle@southdakotatrucking.com



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To learn about our fully-online, FMCSA-compliant CDL Theory program and how you can join our trainee to employee pipeline, call the SDTA office at 605-334-8871 or go to www.southdakotacd.com

TO SIGN UP FOR CDL THEORY TRAINING VISIT:
www.southdakotacd.com

Join Us

Saturday, May 18, 2024

Southeast Technical College | Sioux Falls, SD

7 AM | Driver Check-in

DRIVERS MUST BE SIGNED IN BY 7:30 AM



SOUTH DAKOTA TRUCK DRIVING CHAMPIONSHIPS



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Skills Course

This annual competition for professional truck drivers is an excellent way to promote safety while also projecting a positive image of the truck driver and the trucking industry. Drivers compete in one of nine classes. Each driver has a chance to demonstrate his or her driving and inspection skills, knowledge, and professionalism through a series of tests. The drivers complete a written exam, a pre-trip inspection, and a skills test on the driving course. Winners in each class advance to compete in the American Trucking Association's National Truck Driving Championships.

Sign up your drivers today! Entry Deadline is April 29, 2024.

SCAN THE CODE



TO ENTER A DRIVER
or for more information

★ SAFETY ★ PROFESSIONALISM ★ KNOWLEDGE ★ SKILL ★

Upcoming Events



MARK YOUR CALENDAR

APRIL 9-11, 2024

Call on Washington
Washington, D.C.

MAY 9, 2024

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

MAY 9, 2024

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

MAY 9, 2024

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

MAY 10, 2024

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

MAY 18, 2024

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

JUNE 6-9, 2024

Wheel Jam
State Fairgrounds
Huron, SD

JULY 18, 2024

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

AUGUST 21-24, 2024

National Truck Driving Championships
Indianapolis, IN

SEPTEMBER 15-21, 2024

National Truck Driver Appreciation Week

SEPTEMBER 25-27, 2024

SDTA 89th Annual Convention
Deadwood Mountain Grand Hotel
and Casino
Deadwood, SD

NOVEMBER 14, 2024

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

NOVEMBER 15, 2024

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

NOVEMBER 15, 2024

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

NOVEMBER 19, 2024

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

NOVEMBER 21, 2024

East River Legislative Reception
5:30 - 7:00 p.m.
Minervas | Lower Level
Sioux Falls, SD

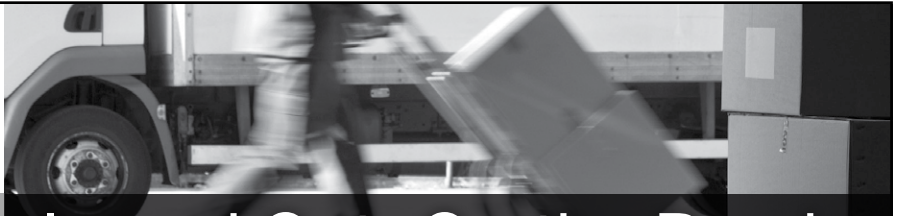
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2024 LEGISLATIVE RECEPTION & SUNDAE BAR

The SDTA and SDADA's Annual Legislative Reception and Sundae Bar took place on February 12th at the Ramkota Hotel in Pierre. It was a fantastic event, with Lt. Governor Larry Rhoden, Attorney General Marty Jackley, and several of our state legislators in attendance. Many members of the SD Trucking and Auto Dealer Associations attended as well. Thank you to everyone who came and helped make this event a success!



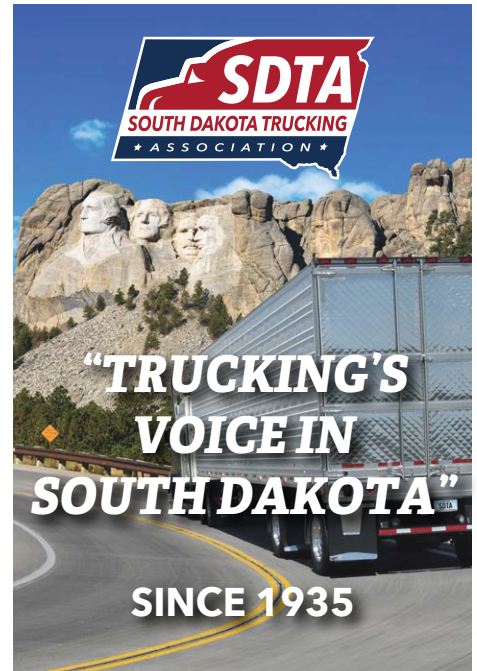
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Condolences

Greg J. Keller

January 12, 1968 - February 6, 2024



Greg J. Keller, age 56, of Sioux Falls died peacefully at his home on February 6, 2024.

Greg was born on January 12, 1968 in Bloomsburg, PA to Edward C. Keller, Sr. and Beverly A. Keller (Polk). He grew up in Bloomsburg, and later received his diploma in Welding from the Columbia Montour AVTS, where he was also a member of the football team. Greg worked alongside his father at Ed's Shoe Repair and then later, with his father, at the family trucking company.

Greg met his beautiful bride, Shelly Thomsen in 1990, where they would later be united in marriage on July 22, 1995 in Sioux Falls, SD.

Greg was an experienced and passionate truck driver for 35 years, spending the last 25 years driving for A&A Express of Brandon, SD. Prior to A&A Express, he drove for Lisanti Foods out of New Jersey and Thompson Brothers in Sioux Falls. He was always proud to say that he had driven over 5 million miles throughout his career.

He was a respected member of his profession and won numerous awards, which led to his participation in the National Truck Driving Championships in 2019. He was also named South Dakota Driver of the Month for April 2008, December 2018, January 2020, and November 2021.

Beyond his professional accomplishments, Greg was a devoted family man, who loved his wife Shelly, and daughter Christine above all else. Greg made a friend with everyone he encountered and his love for meaningful conversation and hospitality made him a cherished and loyal friend to many.

Greg enjoyed traveling, most recently he enjoyed visiting Christine and son-in-law Michael and grand puppy, Ralph, at their home in London, England. Greg and Shelly made many memories traveling throughout Europe over the past few years, a few of his favorite destinations being: Italy, Spain, Switzerland, Scotland, Austria, and Germany. Greg's dream of visiting Germany and exploring the cities allowed him to connect

to history and his heritage in a way he never thought he would.

He was an avid New York Yankees and New York Giants fan and loved watching his teams play. Greg also loved playing dice with family and friends and his competitive spirit brought lots of laughs to the table.

Greg is survived by his wife Shelly, daughter, Christine (Michael) Coombs, mother, Beverly Keller, siblings, Ed (Lisa) Keller, Ronna (Matt) Aucker, and Brad (Beth Ann) Keller, all of Bloomsburg, PA. Mother and Father-in-Law Erling and Luverl Thomsen, Brother-in-Law Joel (Melissa) Thomsen and Sister-in-Law Renae (Kevin) Blom, as well as many nieces, nephews, and friends. Greg was preceded in death by his father, Ed Keller Sr., and his grandparents as well as his trucking buddy, his Boston Terrier, Slayter who was with him for many miles.

Greg will be dearly missed by all who knew him. His legacy will live on through his family, friends, and colleagues.

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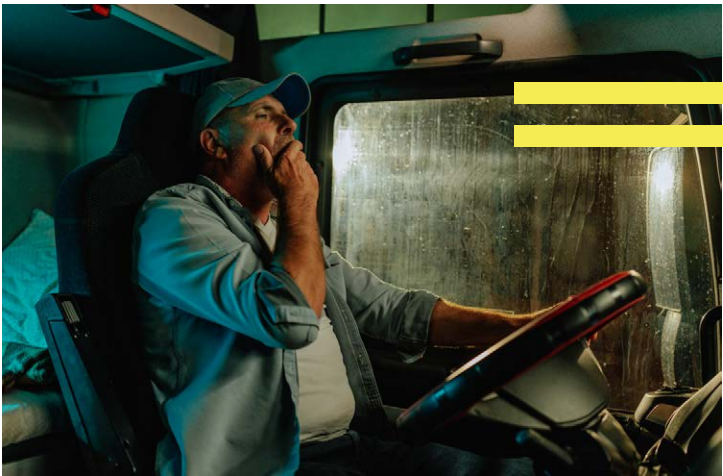
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DON'T SLEEP ON THE JOB.

FIVE SNEAKY SIGNS OF DRIVER FATIGUE

As a CMV operator, you're logging millions of miles each year. But remember – at the end of every trip, there's someone waiting for you on the other side.

The National Highway Traffic Safety Administration (NHTSA) estimates that in 2017, drowsy driving caused more than 90,000 crashes. When you're driving hundreds of miles a day with a heavy load in tow, drowsy driving is nothing to sleep on.

Drive with care, buckle up and watch for these five sneaky signs of driving fatigue. After all, you've got someplace to be – and someone who needs you.

PREVENT FATIGUE BEHIND THE WHEEL.

- Take frequent breaks, even for short periods.
- Drink plenty of water. Dehydration makes fatigue worse.
- Eat healthy snacks so your blood sugar doesn't crash.
- Get a good night's sleep.
- Avoid medications that make you drowsy.
- Try using a wearable like a watch or Fitbit to track your sleep cycles.

01 BLURRED VISION.

Especially on monotonous roads, it can be easy to feel one mile blend into the next. But don't confuse fatigue for boredom. When your vision blurs, road signs run together and your eyes start to lose focus, it's time to take a break.

02 WANDERING THOUGHTS.

Wandering thoughts are a sign of brain inattention, meaning your mind is literally trying to go somewhere else and pay less attention to the situation in front of it. If your mind is continually drifting while driving, it's a good sign that you may need a break.

03 FORGETFULNESS.

Ever have that feeling where you can't remember the town you just passed or the last mile marker you saw, but you're not asleep? That's a surefire sign that you need to pull over. Called highway hypnosis, this trance-like state basically puts your brain on cruise control – and not in a good way.

04 LOOKING FOR A DISTRACTION.

If you find yourself resorting to distractions or "tricks" to stay focused, it might be time to take five. Whether it's turning the radio up, being tempted to grab your phone, rolling down a window or popping an energy drink, be aware of when you reach for these triggers – then give it a rest instead.

05 MORE OBVIOUS SIGNS OF SLEEPINESS.

Clear signs of fatigue include heavy eyes, yawning, excessive blinking and drifting lanes. If you experience even one of these symptoms, play it safe and take a quick doze. It's been proven that a 45-minute nap can be more restorative than a cup of coffee.



[DRIVESAFESD.COM](https://www.drivesafesd.com)



THE DRIVE TO BE CHAMPIONS

Learn what it takes to compete in the South Dakota Truck Driving Championships from some of the best

The South Dakota Truck Driving Championships (SD TDCs) is an annual competition for professional truck drivers hosted by the South Dakota Trucking Association. This year marks the 45th anniversary of the SD TDCs.

This competition is an excellent way to promote safety. To compete, drivers must have been accident-free for at least one year prior to the competition. Drivers compete in one of nine classes: straight truck, flatbed, three-axle, four-axle, five-axle, tank, twin trailer, sleeper berth, and step van.

Each driver has a chance to demonstrate his or her driving and inspection skills, knowledge, and professionalism through a series of tests. The drivers complete a written exam, a pre-trip inspection, and a skills test on the driving course. Winners in each class go on to compete in the American Trucking Association's National Truck Driving Championships (NTDCs) in Indianapolis, IN, on August 21-24, 2024.

The NTDCs and affiliated state TDCs, like the SD TDCs, are considered one of the industry's largest and most effective safety programs. These annual competitions inspire tens of

thousands of drivers to operate accident-free for the right to compete.

Competing drivers experience a sense of pride and achievement, which boosts driver morale and fosters positive attitudes among employees. Companies can be proud of their drivers' accomplishments and recognize their excellence both on and off the road. This fosters positive relationships between the company and its drivers, which leads to driver retention.

As a family event, the SD TDCs promotes truck driving as a rewarding career option and presents a positive image of truck drivers and the trucking industry. It's also fun and builds company pride to have supporters at the TDCs cheering on the drivers.

When asked, professional drivers will tell you that they are drawn to championships by the spirit of competition as well as the prestige of being named the best of the best. Some drivers have described it as being like the Olympics, in that they come to win but also enjoy the camaraderie and excitement.

DRIVER TESTIMONIALS

Dan Norgaard, Professional Truck Driver Old Dominion Freight Line, Watertown, SD



My first time competing at the South Dakota Truck Driving Championships was in 1992. I look forward to every May, when we meet to show off our best skills. I have been fortunate enough to win my class and go on to compete at National competitions several times. I have competed with the best of the best and have become lifelong friends with my fellow competitors.

Everyone is so willing to share their success and ways to improve your driving pre-trip or testing scores. I have gained so much knowledge and professionalism from the competitions that have made me a better driver out on the road. That's where the real test is performed.

I try to get others to compete at the South Dakota Truck Driving Championships, as I believe it improves the general public's image of truck drivers. I would encourage anyone who would like to compete to sign up. We are all there to support one another and to make the highways a little safer every day. If your score isn't as high as you wanted, keep coming back, ask questions, keep studying, and next year will be better.

Mike Whitehead, Professional Truck Driver FedEx Freight, Inc., Lennox, SD



Mike Whitehead, driver for FedEx Freight, Inc., has been competing in the SD Truck Driving Championships since 2013. He has competed sixteen times at the SD TDC's as well as thirteen times at the National TDC's.

"I'd tell any newcomers that have never done the truck driving championships to give it a try! It's challenging because you've got to prepare for taking the written test, completing a pre-trip inspection, and driving the skills course. But it will make you a better driver in the end!"

Gary Schmidt, Professional Truck Driver Cliff Viessman, Inc., Gary, SD



Gary Schmidt has been driving for Cliff Viessman, Inc., since 1991. He started to compete in the SD TDCs in 1999, but wishes he had started earlier.

"It gives him a new perspective on safety and safe driving. I'm always aware I must maintain eligibility if I want to compete in this event. I've learned a lot about the industry as I prepare myself for the written test each year."

He too has met many friends over the years, including ATA President Chris Spear, pictured with Gary.

Jeff Eschen, Professional Truck Driver K&J Trucking, Inc., Sioux Falls, SD



Jeff Eschen has been a professional truck driver for 21 years, 13 of which have been with K&J Trucking, Inc., Sioux Falls. He has competed in the SD Truck Driving Championships four times, qualifying for the National Truck Driving Championships twice.

Jeff says, "My favorite part of the Truck Driving Championships is the pre-trip inspection. I like finding new defects. It's a challenge. I truly enjoy the friendships I have made and the camaraderie among the competitors."

Jeff encourages new drivers to challenge themselves and join in on the fun by participating in this year's event. Once you compete, typically you're hooked! Check it out!

Jeremy Senger, Professional Truck Driver FedEx Freight, Inc., Rapid City, SD



Jeremy Senger has been a professional truck driver for 23 years, 11 of which have been with FedEx Freight, Inc., Rapid City. He has qualified for the National competition three out of his four times competing in South Dakota.

"I compete because I enjoy it. My favorite part is the pre-trip inspections. I like looking for the hidden defects that are planted. It is a challenge!"

"I also enjoy the friendships that I have made, both at state and national competitions. If you haven't tried it, you should."

For more information on driver registration, sponsorship, or volunteering at the event, please go to <https://southdakotatrucking.com/Events>, call the SDTA office at 605-334-8871, or email michelle@southdakotatrucking.com.



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Feds to Fund \$300M in Truck Parking Improvements

New investments from the DOT aim to improve truck parking in Florida, Missouri, Pennsylvania, California, Oregon, Washington, and Wisconsin.

Jenna Hume | Digital Editor | *FleetOwner*

The U.S. Department of Transportation plans to invest \$300 million in truck parking projects in seven states to help alleviate one of the most significant problems in the trucking industry.

“The severe shortage of truck parking continues to rank among drivers’ highest concerns, which is why we appreciate that Secretary Buttigieg and a growing number of states are making these projects a top priority,” said Chris Spear, American Trucking Associations president and CEO, in a press release. “America’s highways are our shop floor. When drivers finish their shifts, they deserve to know that they can find a safe place to sleep that night. These significant investments in expanding parking capacity along some of America’s busiest freight corridors will help reduce supply chain bottlenecks, alleviate stress on truck drivers, and make the roadways safer for all motorists.”

Last year, the American Transportation Research Institute named truck parking the second biggest issue the trucking industry faces in its annual Critical Issues in the Industry report, topped only by the economy.

According to the ATA, these federal investments will add about 1,000 new truck parking spaces in Florida, Missouri, Pennsylvania, California, Oregon, Washington, and Wisconsin. This funding comes from the Infrastructure Investment and Jobs Act’s Infrastructure for Rebuilding America program.

Here is how the INFRA funding is being allocated, according to the DOT:

Florida: \$180 million for 917 spaces at four locations on Interstate 4. According to the DOT: “The project addresses the shortage of overnight parking for commercial motor vehicles on the National Highway System in this region, which also reduces safety issues such as fatigue and unauthorized parking, which is a known issue in the project areas. The project will also incorporate zero-emission vehicle (charging) infrastructure.”

Missouri: Almost \$93 million for improvements to Interstate 70, including new parking capacity. According to the DOT: “The project will address major safety issues, reducing potential crashes by up to 42% and providing new dedicated truck parking facilities to reduce the need for unauthorized parking.”

Pennsylvania: \$40.8 million for a project at Lehigh Valley International Airport, which includes building a safe truck



parking area to end the current practice of parking off-site in unauthorized locations nearby.

California, Oregon, and Washington: \$12.3 million for an Interstate 5 truck parking information management system to provide real-time parking availability. According to the DOT, this change will reduce fatalities and injuries and protect truck drivers. Drivers can access the parking information in four ways: “a website/mobile application, an application program interface, an in-cab system, and dynamic parking availability signs.”

Wisconsin: \$8 million to add 54 spaces on Interstate 90 and build out real-time information system technology. According to the DOT, this project will increase available truck parking in the area by 430% and add new technology to show parking availability.

Todd Spencer, president of the Owner-Operator Independent Drivers Association, noted what parking means to drivers:

“As a truck driver, I can tell you firsthand that when truckers don’t have a safe place to park, we are put in a no-win situation,” Spencer said in a statement. “We must either continue to drive while fatigued or out of legal driving time or park in an undesignated and unsafe location like the side of the road or abandoned lot. It forces truck drivers to make a choice between safety and following federal Hours-of-Service rules. OOIDA and the 150,000 small business truckers we represent thank the Department for its increased focus on resolving an issue that has plagued our industry for decades.”

What Comes Next?

While this new funding will help with the truck parking problem, it won’t solve it. FleetOwner recently spoke with Chris

Continued on Page 21.



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Feds to Fund \$300M in Truck Parking Improvements
continued from Page 19.

Oliver, growth catalyst and strategic advisor with Trucker Path, about the outlook for truck parking in 2024.

"[Parking] is not something that gets fixed quickly and easily," Oliver said. "I think the raised awareness will certainly contribute to it not getting worse, but I don't expect it to magically improve and become amazing this year."

But there is some hope for truck parking in 2024. In addition to this recent funding from the DOT, the Truck Parking Safety Improvement Act could see some movement in 2024. The act was introduced in Congress last year and would authorize \$755 million in competitive grant funding to expand commercial truck parking capacity across the U.S. if enacted. But experts like Oliver want to remind the industry that legislation isn't everything.

"The government is not going to fix this problem," Oliver said. "They can certainly help create some momentum and even earmark some dollars, but this is something that the private sector really needs to focus on... Ultimately, it's those of us in the private sector that really need to band together, execute our plans, and then work on making it easy for drivers to find those parking spaces."

Reprinted from *FleetOwner*.

South Dakota Spring Load Restrictions Information

Each spring, a map of state-proposed spring load restrictions and a list of county roads are posted on the South Dakota Truck Info website at <https://sdtruckinfo.sd.gov/rules-regulations/size-weight-regulations/spring-load-restrictions/> and on the SD511 website at <https://www.sd511.org>. On the SD511 site, click on Traffic Notices then CVO Restrictions to see restrictions placed into effect.

A spring load restriction report is usually issued in advance of any major load restriction change. This report is issued for guidance only and does not take precedence over any load restriction signs in place. For further information, or to obtain a copy of a Spring Load Restriction Map, please contact the SDDOT at 605-773-3571.



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MONDAY

7:00 to 8:00 a.m.

Exhibitor Set Up and Breakfast

8:00 to 8:15 a.m.

Welcome

8:15 to 9:45 a.m.

Top Industry Issues Roundtable Review, American Transportation Research Institute (ATRI)

Alex Leslie, ATRI Research Associate

9:45 a.m. to 10:00 a.m.

Break

10:00 a.m. to 11:00 a.m.

Federal Regulatory Updates and Q&A Panel

Federal Motor Carrier Safety Administration (FMCSA)

11:00 a.m. to 11:30 a.m.

Automated Commercial Motor Vehicle Evaluation (ACE) Program Smart Trailer Research Initiative

Mike Lukuc, General Engineer, FMCSA Technology Division

11:30 a.m. to 11:45 a.m.

Lunch

11:45 a.m. to 12:45 p.m.

Nine Vectors: Your Publicly Available Safety Metrics

Paul Enos, Chief Executive Officer, Nevada Trucking Association

12:45 p.m. to 1:00 p.m.

Break

1:00 p.m. to 2:00 p.m.

Safety Management Q&A Panel

2:00 p.m. to 2:15 p.m.

Break

2:15 p.m. to 3:15 p.m.

The AWARE Program- A Scientific Solution for Objective Driver Fatigue Risk Evaluation

Richard Cook, Chief Operation Officer, ATA Associates

3:15 p.m. to 3:30 p.m.

Break

3:30 p.m. to 4:00 p.m.

Share the Road, Virginia Tech Transportation Institute (VTTI)

Rebecca Hammond, Group Leader, VTTI

4:00 p.m. to 4:30 p.m.

Commercial Vehicle Enforcement Q&A Panel

4:30 p.m. to 4:45 p.m.

Closing

5:00 p.m. to 6:00 p.m.

Reception

6:00 p.m. to 9:00 p.m.

Dinner and Entertainment

Kris Covi, Comedian

TUESDAY

8:00 a.m. to 8:30 a.m.

Exhibit Hall Open and Breakfast

8:30 a.m. to 9:30 a.m.

Federal Policies & Issues

Dan Horvath, SR Vice President of Safety Policy, American Trucking Associations

9:30 a.m. to 10:00 a.m.

General Security Awareness for Transportation

Ron Gann, Transportation Security Inspector (Surface)

Nebraska & Iowa, U.S. Department of Homeland

Security Transportation Security Administration

10:00 a.m. to 2:00 p.m.

North American Fatigue Management Program (NAFMP)

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FMCSA to Delay Heavy Truck Speed Limiters Proposal Until May

Agency Consulting With NHTSA on Controversial Issue

Eric Miller | Senior Reporter | *Transport Topics*

The Federal Motor Carrier Safety Administration is delaying until May a controversial proposal to require speed limiters on heavy-duty trucks, according to a regulatory update released late last month.

FMCSA did not state a reason for the delay in the update, published Jan. 28, and has not indicated how long a potential rulemaking on the matter might take before reaching the final rule stage. The proposal has been percolating for years.

“FMCSA intends to proceed with a motor carrier-based speed limiter rulemaking by preparing a supplemental notice of proposed rulemaking to follow up on the National Highway Traffic Safety Administration’s and FMCSA’s jointly issued Sept. 7, 2016, notice of proposed rulemaking on this subject,” the agency said. FMCSA said it is continuing to engage in “subsequent consultation” with NHTSA, and will consider whether additional regulatory actions should be taken “concerning CMV manufacturer requirements.”

FMCSA has not revealed how high a limit it would set for a truck’s top speed. However, it has detailed which trucks would be subject to a potential law. The limiters would be required for trucks weighing over 26,000 pounds engaged in interstate commerce, and would be equipped with an electronic engine control unit capable of governing the maximum allowable speed for the service life of the vehicle, FMCSA said.

In a sampling of the more than 15,000 public comments on the agency’s earlier notice of intent on the proposal, large motor carriers and trade associations indicated general support contingent on what the top speed turns out to be. However, a large number of small truckers and independent owner-operators said limiting speeds would be unsafe and have a negative effect on their businesses.

Dan Horvath, senior vice president of regulatory affairs and safety policy for American Trucking Associations, said ATA’s position is inclusive of speed limiters used in concert with safety technology.

“We’re waiting to see what FMCSA proposes,” he said. “Our current policy is 70 mph with the use of automatic emergency braking and adaptive cruise control. From what our fleets have told us, they’ve seen a better safety benefit when you’re coupling speed limiters and automatic emergency braking, and generally safety technologies.”



FMCSA has not revealed how high a limit it would set for a truck’s top speed; ATA’s position is 70 with the use of automatic emergency braking and adaptive cruise control. (Tiago_Fernandez/Getty Images)

This aligns with another joint FMCSA/NHTSA proposal.

Last June, FMCSA announced plans to issue a joint final rulemaking with NHTSA on a proposal to require and/or standardize equipment performance for automatic emergency braking systems on heavy trucks. This rulemaking is expected to establish performance standards and motor carrier maintenance requirements for AEB systems on heavy trucks, along with accompanying test procedures for measuring the performance of the systems in NHTSA compliance testing.

Separately, NHTSA has launched a preliminary evaluation into a series of complaints involving AEB systems on certain Freightliner Cascadia trucks. In a June announcement, the NHTSA Office of Defects Investigation said it had received 18 questionnaires that indicate “errors in the automatic emergency braking system” on certain 2017-2022 Freightliner Cascadias. A NHTSA spokeswoman said last month the investigation has not yet been completed.

The Jan. 28 FMCSA update also noted that the agency has delayed until June of 2025 plans to issue a proposed rule to revise the way it determines a carrier’s fitness determination. Plans call for the agency to seek public comment about the use of available safety data, including inspection data, in determining carrier fitness to operate. In addition, regulators are seeking information on how FMCSA might use data and resources more effectively to identify unfit motor carriers and to remove them from the nation’s roadways, and seeking public comment about the use of available safety data, including inspection data, to determine carrier fitness.

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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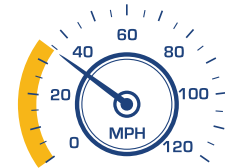
THE NATION'S TOP TRUCK BOTTLENECKS 2024

Since 2002, the American Transportation Research Institute (ATRI) has collected and processed truck GPS data in support of numerous federal and state 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 325 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 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

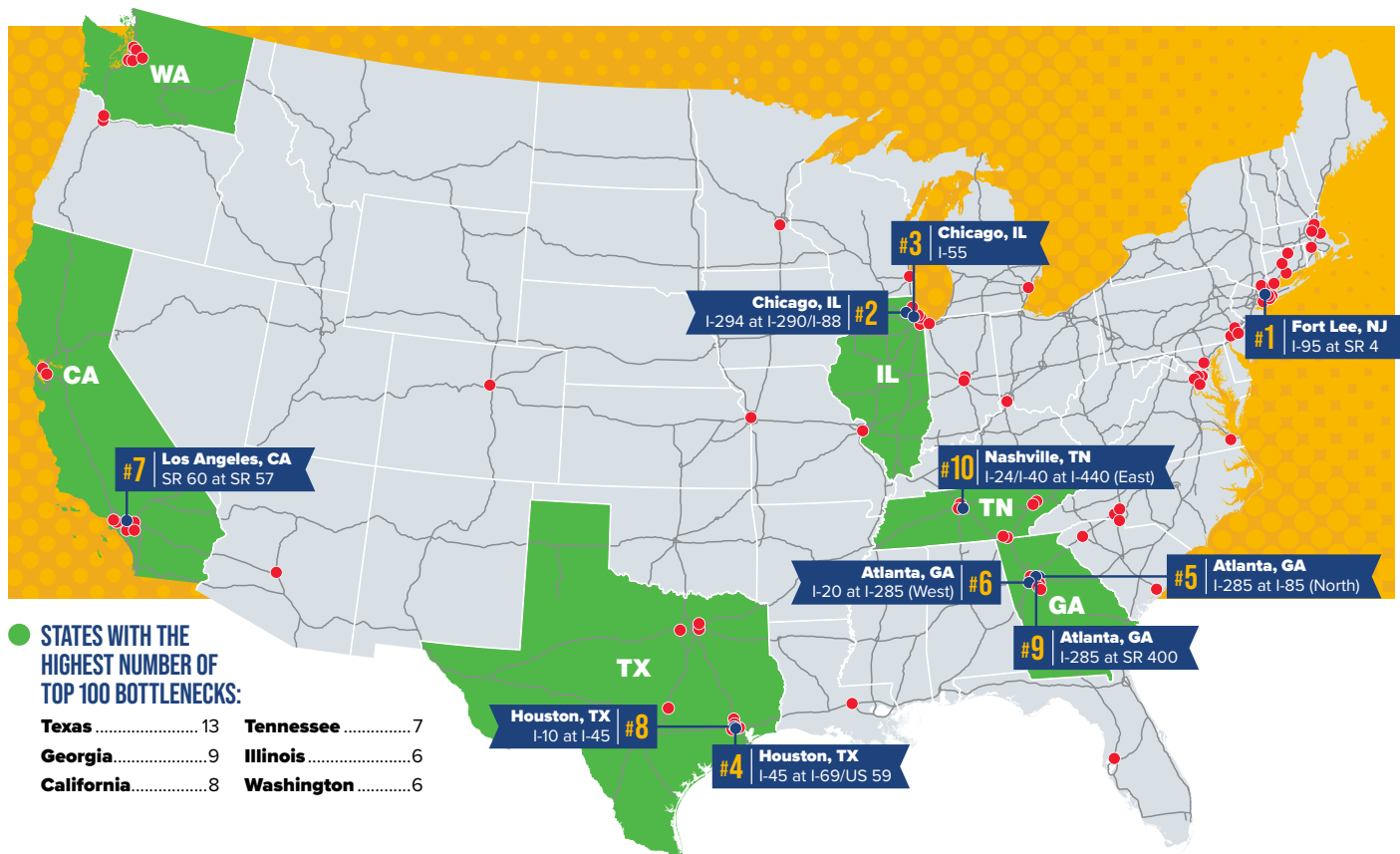


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TOP 100 BOTTLENECKS WITH AVERAGE TRUCK SPEEDS <45 MPH: **62%**

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2024 TOP TRUCK BOTTLENECKS



- | | | |
|--|--|--|
| <ul style="list-style-type: none"> 1 Fort Lee, NJ: I-95 at SR 4 NJ 2 Chicago, IL: I-294 at I-290/I-88 3 Chicago, IL: I-55 4 Houston, TX: I-45 at I-69/US 59 5 Atlanta, GA: I-285 at I-85 (North) 6 Atlanta, GA: I-20 at I-285 (West) 7 Los Angeles, CA: SR 60 at SR 57 8 Houston, TX: I-10 at I-45 9 Atlanta, GA: I-285 at SR 400 10 Nashville, TN: I-24/I-40 at I-440 (East) | <ul style="list-style-type: none"> 41 Detroit, MI: I-94 at I-75 42 Corona, CA: I-15 at SR 91 43 Queens, NY: I-495 44 Denver, CO: I-70 at I-270 45 Oakland, CA: I-880 at I-238 46 Houston, TX: I-610 at US 290 47 Chattanooga, TN: I-24 at US 27 48 Seattle, WA: I-5 at I-90 49 St. Louis, MO: I-64/I-55 at I-44 50 Bronx, NY: I-678 | <ul style="list-style-type: none"> 71 Boston, MA: I-95 at I-90 72 Atlanta, GA: I-75 at I-85 73 Indianapolis, IN: I-65 at I-70 (South) 74 Knoxville, TN: I-40 at I-275 75 Federal Way, WA: SR 18 at I-5 76 Washington, DC: I-495 at I-66 77 Washington, DC: I-95 at I-495 (North) 78 Bellmawr, NJ: I-295 at I-76 79 Greenville, SC: I-85 at I-385 80 Tampa, FL: I-4 at I-275 |
| <ul style="list-style-type: none"> 11 Los Angeles, CA: I-710 at I-105 12 Atlanta, GA: I-75 at I-285 (North) 13 Chicago, IL: I-290 at I-90/I-94 14 Cincinnati, OH: I-71 at I-75 15 Dallas, TX: I-45 at I-30 16 McDonough, GA: I-75 17 Chicago, IL: I-90 at I-94 (South) 18 Ontario, CA: I-10 at I-15 19 Washington, DC: I-495 (West Side) 20 Hartford, CT: I-84 at I-91 | <ul style="list-style-type: none"> 51 Boston, MA: I-93 at SR 3 52 Camden, NJ: I-76 at I-676 53 Charlotte, NC: I-77 near Lake Norman 54 Austin, TX: I-35 55 Indianapolis, IN: I-465 at I-69 56 Minneapolis - St. Paul, MN: I-35W at I-494 57 Houston, TX: I-10 at I-610 (East) 58 Auburn, WA: SR 18 at SR 167 59 Charlotte, NC: I-77 at I-485 (South) 60 Los Angeles, CA: I-110 at I-105 | <ul style="list-style-type: none"> 81 Charleston, SC: I-26 at I-526 82 Tiger Mountain Summit, WA: SR 18 83 Houston, TX: I-10 at I-69/US 59 84 Seattle, WA: I-90 at I-405 85 Washington, DC: I-495 at I-270 (West) 86 Phoenix, AZ: I-17 at I-10 87 Los Angeles, CA: SR 91 at SR 55 88 Houston, TX: I-610 at I-69/US 59 (West) 89 New Haven, CT: I-95 at I-91 90 Manhasset, NY: I-495 at Shelter Rock Road |
| <ul style="list-style-type: none"> 21 Atlanta, GA: I-20 at I-285 (East) 22 Houston, TX: I-45 at I-610 (North) 23 Nashville, TN: I-40 at I-65 (East) 24 Chicago, IL: I-90 at I-94 (North) 25 Denver, CO: I-70 at I-25 26 Houston, TX: I-10 at I-610 (West) 27 Gary, IN: I-65 at I-80 28 Portland, OR: I-5 at I-84 29 Baton Rouge, LA: I-10 at I-110 30 Vancouver, WA: I-5 at Columbia River | <ul style="list-style-type: none"> 61 Chattanooga, TN: I-75 at I-24 62 Dallas, TX: US 75 at I-635 63 Philadelphia, PA: I-476 at I-95 64 Philadelphia, PA: I-76 at US 1 65 Nashville, TN: I-65 at I-24 66 Waterbury, CT: I-84 at SR 8 67 Charlotte, NC: I-85 at I-485 (West) 68 Ft. Worth, TX: I-35W at I-30 69 Knoxville, TN: I-40/I-75 at I-140 70 Las Vegas, NV: I-15 at I-515 | <ul style="list-style-type: none"> 91 Nyack, NY: I-287 92 Atlanta, GA: I-75 at I-675 93 Houston, TX: I-45 at Sam Houston Tollway (North) 94 Boston, MA: I-95 at I-93 (North) 95 Milwaukee, WI: I-94/I-794 at I-43 96 Oakland, CA: I-80 at I-580/I-880 97 Baltimore, MD: I-695 at I-70 98 Washington, DC: I-95/I-495 (South Side) 99 Kansas City, MO: I-70/I-670 at US 71 100 Norfolk, VA: I-264 at I-464 |
| <ul style="list-style-type: none"> 31 Chicago, IL: I-80 at I-94 32 Philadelphia, PA: I-76 at I-676 33 Stamford, CT: I-95 34 Indianapolis, IN: I-65 at I-70 (North) 35 Atlanta, GA: I-20 at I-75/I-85 36 Denver, CO: I-25 at I-76 37 Norwalk, CT: I-95 38 Brooklyn, NY: I-278 at Belt Parkway 39 Denver, CO: I-270 40 Providence, RI: I-95 at I-195 | <div style="background-color: #FFD700; padding: 10px;"> <p>ATRI TOP TRUCK BOTTLENECK ANALYSIS DELIVERS VALUE TO STAKEHOLDERS NATIONWIDE:</p> <ul style="list-style-type: none"> • Transportation planners use the data to target infrastructure investments. • Trucking fleets use the data to select routes and dispatch to avoid congestion. • Professional drivers use the data for staging and to plan Hours-of-Service breaks. <p>ATRI is the trucking industry's not-for-profit research organization whose primary mission is to conduct transportation research, with an emphasis on the trucking industry's essential role in a safe, efficient and viable transportation system.</p> </div> | |

For more information on ATRI's Top Truck Bottlenecks analysis, including a detailed description of the methodology, visit www.TruckingResearch.org.

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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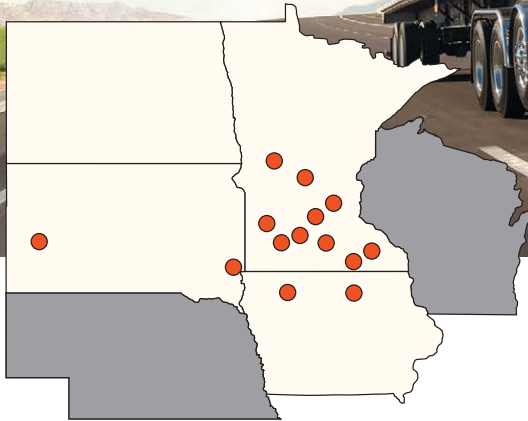
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