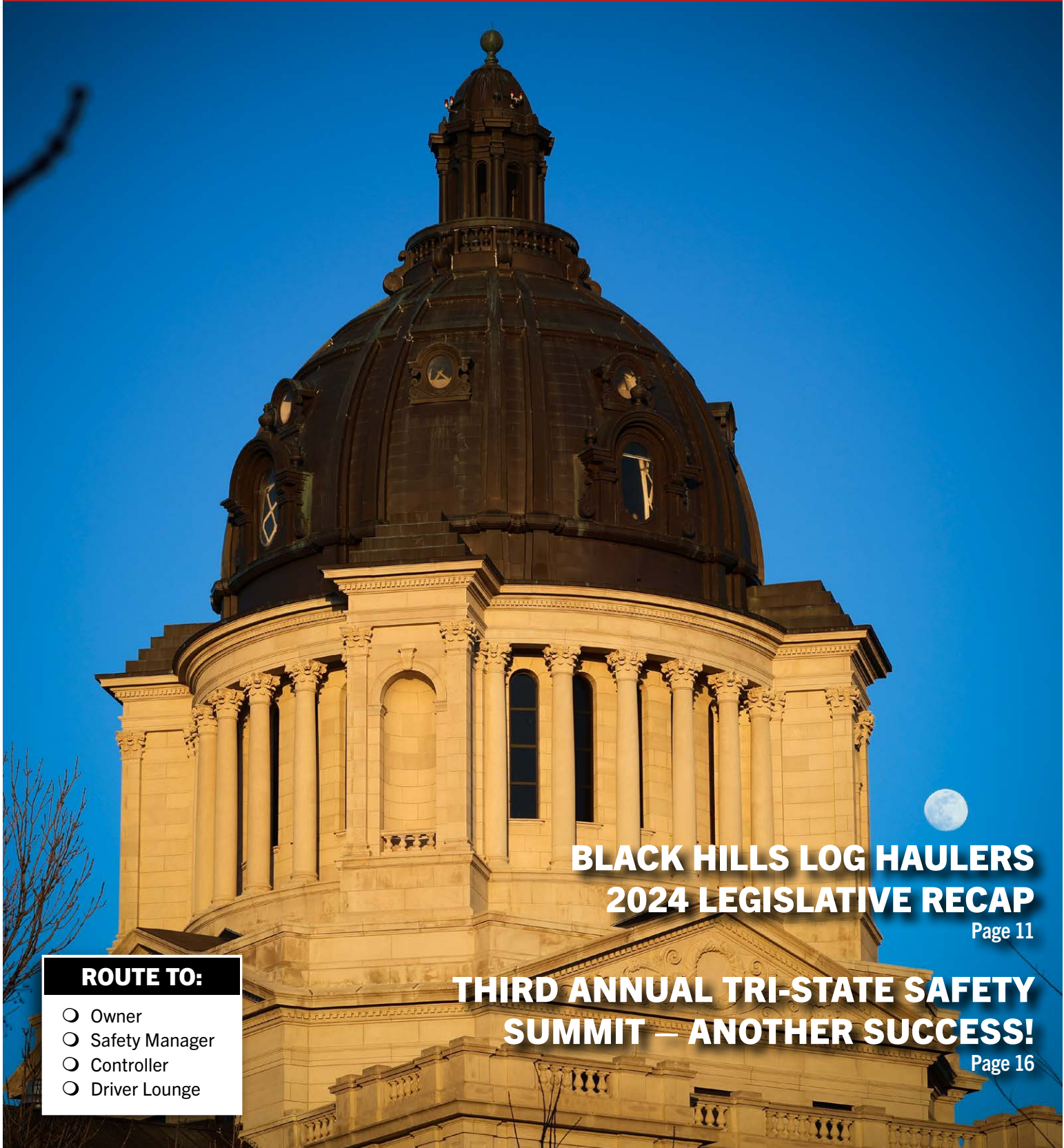


Trucking News

THE OFFICIAL PUBLICATION OF THE SOUTH DAKOTA TRUCKING ASSOCIATION

MARCH 2024

Trucking's Voice In South Dakota Since 1935



**BLACK HILLS LOG HAULERS
2024 LEGISLATIVE RECAP**

Page 11

**THIRD ANNUAL TRI-STATE SAFETY
SUMMIT – ANOTHER SUCCESS!**

Page 16

ROUTE TO:

- Owner
- Safety Manager
- Controller
- Driver Lounge

PARTS

**40,000+
PARTS
IN STOCK NOW
READY TO SHIP**



**SHOP ONLINE AT
WHEELCO.COM**

SIOUX FALLS, SD
800.952.3674

MITCHELL, SD
888.996.8415

WATERTOWN, SD
888.590.7080

ST. CLOUD, MN
888.704.4242

ST. PAUL, MN
651.459.1487

SAVAGE, MN
952.373.8130

VIEW ALL DEALS
WHEELCO.COM

SERVICE

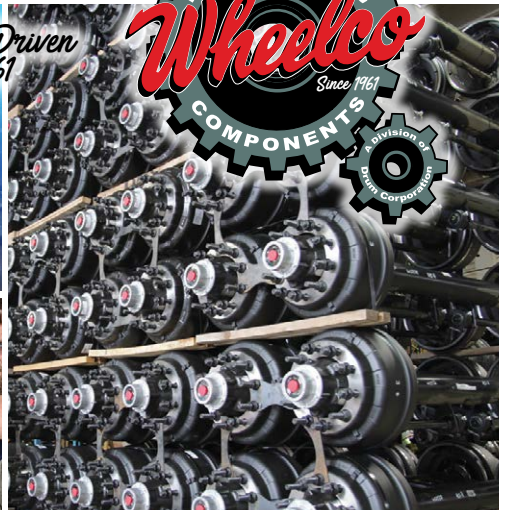


Wheelco
*Customer Driven
Since 1961*

TRUCK & TRAILER



OEM



Member Benefit Program

NEW COMMERCIAL TIRE & RETREADING PURCHASING PROGRAM

This benefit applies to all existing Fleet and Allied members.

As a South Dakota Trucking Association member, you and your fleet can receive discounted pricing on all Goodyear Commercial Truck Tires, Passenger and Light Truck Tires and Goodyear Retreads at selected member tire dealers in South Dakota.

Not a member of the South Dakota Trucking Association, you can join the Association and immediately take advantage of this program.



www.grahamtire.com

GOODYEAR PREFERRED FLEET PROGRAM

- A Goodyear Preferred Fleet customer is a dealer's local book account that has been granted national account privileges because their credit worthiness is being guaranteed by a Goodyear dealer.
- Preferred Fleet customers have access to our network of Goodyear vendors when they contact Goodyear Fleet HQ to initiate a service call.
- Preferred Fleet customers receive all invoicing through their local (guaranteeing) dealer.
- Preferred Fleet customers enjoy the same guaranteed service pricing that National Account customers do.
- 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.

In this issue

- 2** 22nd Annual Cliff Tjaden Fishing Event Registration
- 3** Message From the Chairman
- 5** Message From the President – Christine’s Corner
- 7** March Driver of the Month
- 8** South Dakota Truck Driving Championships Registration
- 9** Upcoming Events
- 11** Black Hills Log Haulers 2024 Legislative Recap
- 13** Condolences
- 16** Electrifying Trucking: \$1 Trillion Needed for Infrastructure
- 18** Biden Administration Expected to Soften Emissions Rules
- 23** Uber-backed Proposal Seeks 20% Cap on Attorney Fees in Civil Cases
- 23** South Dakota Spring Load Restrictions Information
- 27** Driver of the Month Nomination Form & Rules
- 29** Third Annual Tri-State Safety Summit – Another Success!
- 31** Biden Emissions Rules Face Lawsuit Barrage Over EV Transition

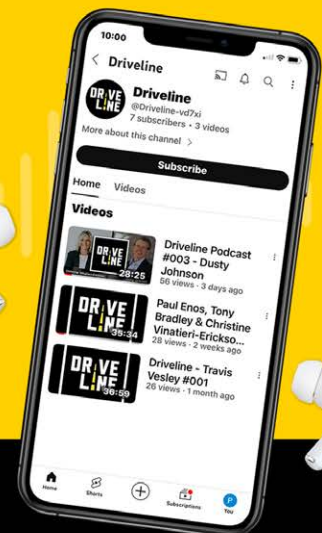
On the cover



Photo Courtesy of David Bordewyk



LISTEN NOW!



The South Dakota Trucking Association and the South Dakota Auto Dealers Association's official podcast.

\$250 for Largest Walleye



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



605-334-8871

www.southdakotatrucking.com

A Calcutta will be held on:

Thursday, May 9 | 6 PM

AmericInn | 1981 E King St. | Chamberlain, SD

SDTA EXECUTIVE COMMITTEE

Bob Willey
Chairman

Justin Anders
Vice Chairman

Tom Murphy
Treasurer

Ryan Viessman
Secretary

Jerry Ollerich
Past Chairman

Vacant
ATA Vice President

Christine Vinatieri-Erickson
President

SDTA BOARD OF DIRECTORS

Jeff Bennett

Phillip Christian

Nick Cleveringa

Dave Dailey

Shanna Gray

Pete Halverson

Eric Hamiel

Steve Hoffman

Larry Klaahsen

Tim Kotalik

Justin Larson

Chris Lutick

Jim Maciejewski

Tim Miller

Matt Parker

Dan Schipper

Brett Snoozy

SDTA SERVICES BOARD OF DIRECTORS

Ryan Viessman
Chairman

Brad Schipper
Membership Retention Director

Todd Johnson
Public Relations Director

Rick Underwood
Membership Services Director

Cindy Heiberger
Group Insurance Director



MESSAGE FROM THE **Chairman**

Good Day, Ladies and Gentlemen,

I recently read an article in the last publication that mentioned the FMCSA delaying the speed limiter proposal until May. The ATA will support a 70-mph limit, but only if trucks have safety features like automatic braking. I'm not in favor of linking these safety technologies to speed limiters. This is the same as the Forest Service attempting to dictate what is best for the Black Hills. I think we are approaching this issue incorrectly by granting outside lobbyist groups such power when they have no bone in the fight. When it comes to what is best for the Black Hills National Forest, I believe that the folks who work in the forests on a daily basis should be the ones who decide the best way to keep the forest safe. The same is true for those of us on the road. The people who deal with it on a daily basis have a better understanding of what is needed to maintain the required level of safety. There's not one of us who is not in favor of safety.

The legislative session is over, and we faced lots of opposition this year. The mud flap bill was defeated due to intense opposition, as was the seat belt gag bill. Additionally, the Black Hills log hauler bill didn't pass because of strong pressure from the governor.

We're heading to Washington, DC, next month to discuss the numerous issues affecting our industry. I wish more people could join Christine and I, but we'll do our best to advocate for our concerns and address the issues at hand.

Safe travels,

A handwritten signature in cursive that reads "Robert Willey".

Bob Willey
Bob Willey Trucking
bwilleytrucking@gmail.com



JUSTIN LARSON
(605) 224-1611
PIERRE, SD



KURT SWANSON
(605) 224-1611
PIERRE, SD



JORDAN GAU
(605) 996-4698
MITCHELL, SD



NICK BACKLUND
(605) 996-4698
MITCHELL, SD



TACHA ARTZ
(605) 737-7865
RAPID CITY, SD



GREG BALDWIN
(605) 336-2795
SIOUX FALLS, SD



RUSS STOUGH
(605) 336-4444
SIOUX FALLS, SD

WE KNOW TRANSPORTATION

Fischer, Rounds & Associates truck insurance consultants are experts in the coverage of all size trucks and farm equipment, so we know the risks and liabilities to make sure you are fully covered. We have four locations in South Dakota to serve you and your truck insurance needs—Pierre, Mitchell, Rapid City and Sioux Falls.



WWW.FISCHERROUNDS.COM



SDTA STAFF

Christine Vinatieri-Erickson
President
christine@southdakotatrucking.com

Michelle Wells
Member Manager
michelle@southdakotatrucking.com

Patty Hinz
Office Manager/Graphic Designer
patty@southdakotatrucking.com

Trevor Johnson
Communications & Marketing Manager
trevor@southdakotatrucking.com

CONTACT INFORMATION

Address:
3801 S. Kiwanis Avenue
Sioux Falls, SD 57105

Office: (605) 334-8871
Email: info@southdakotatrucking.com
Website: southdakotatrucking.com

Follow Us:



MESSAGE FROM THE
President

Christine's Corner

The 99th Legislative session in South Dakota concluded on March 7th, with Governor Noem not vetoing any bills during the veto day on March 25th, a rare occurrence signifying a major milestone. Despite efforts, the Black Hills forestry bill, aiming to allocate \$20 million in ARPA funds for haulers and mills through grants, faced opposition from the administration and ultimately failed. However, the bill sparked extensive media coverage and education efforts, shedding light on forest overgrowth and Federal Government mismanagement. The passage of the Autonomous Vehicle Bill marked another success, establishing a framework for future technological advancements after two years of stakeholder consultation. The endeavor to pass a tort reform bill allowing seat belt use as evidence in court received significant resistance from opposition, which prompted a withdrawal of the bill. SDTA underscored the well-established benefits of seat belts, emphasizing their role in saving lives and reducing injuries, which is reinforced by legal mandates. However, the unexpected emotional response from the opposition highlighted the complexity of the issue. Interestingly, South Dakota, lacking a helmet law, permits helmet usage as evidence. This disparity raises questions regarding the underlying dynamics of legislative decision-making and underscores the nuanced considerations involved in enacting legal reforms. Ultimately, the episode serves as a reminder of the multifaceted nature of policymaking, where legal, social, and emotional factors intertwine to shape outcomes.

Looking ahead, various important events are scheduled, including the annual fishing event in Chamberlain on May 10th, the SD Truck Driving Championships in Sioux Falls on May 18th, and the annual golf outing in Brandon on July 18th. Additionally, the convention slated for September 25–27 in Deadwood, SD, has been pushed back a week from previous years to accommodate conflicting events, with preparations already underway. These events offer opportunities for continued engagement and collaboration within the community, reflecting the ongoing efforts to address critical issues impacting the state of South Dakota.

Onward,

Christine M. Vinatieri-Erickson



WHO SAYS THE COMFORTS OF HOME HAVE TO STAY AT HOME?



To make money, your truck needs to be on the road, and the road isn't always a comfortable place. The TriPac® Evolution APU turns your cab into a little slice of home, with virtually unlimited heating and cooling options and enough juice to power the devices that keep you entertained and connected. All while saving you big dollars on fuel and maintenance. See why drivers ask for TriPac Evolution by name at thermoking.com.

TRIPAC® EVOLUTION

 **THERMO KING**

56157-19-PS

MARCH 2024 DRIVER OF THE MONTH



Royce Danielson, Bulk Transport Company West (BTC West), Rapid City, SD, was selected as the March 2024 Driver of the Month by the South Dakota Safety Management Council.

Royce has driven over 4 million miles in his 48-year career. He is a model employee that has driven over 700,000 miles accident free for BTC West. His honest and caring nature has made him well respected by all drivers and members of management in the organization. Royce has given 16 years of complete dedication to the safe transportation of goods for BTC West in the state of South Dakota.

Royce was named Trimac Driver of the Year in 1989.

Royce and his wife, Donna, have adult two children: Curtis (38) and Kenny (36). They live in Piedmont, SD.

The South Dakota Trucking Association joins the Safety Management Council in congratulating Royce Danielson for being selected as the March 2024 Driver of the Month.

Sponsors of Driver of the Month Program:

WORKFORCE
Occupational Health and Medical Services
& 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.

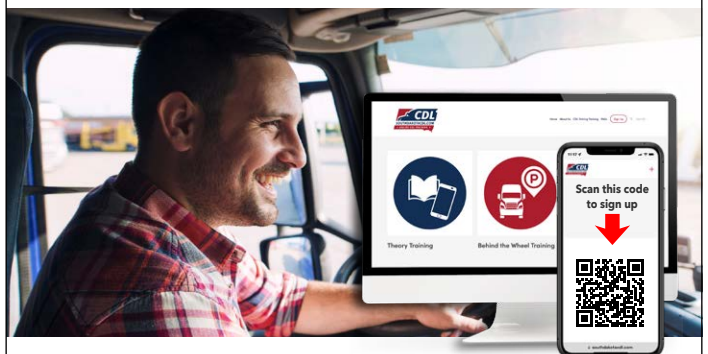


For more information, please contact the SDTA office at 605-334-8871 or michelle@southdakotatrucking.com



We Are Offering CDL Theory Training!

LOW COST. FAST. ONLINE. FMCSA APPROVED. JOB CONNECTIONS.



We offer high-quality, low-cost CDL training options in the South Dakota region that are available online from any device. Our curriculum is fully compliant with the current FMCSA ELDT Training standards, and we are a member in good standing of the Training Provider Registry as a Theory provider.

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



Hosted by



Written Exam



Pre-trip Inspection



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

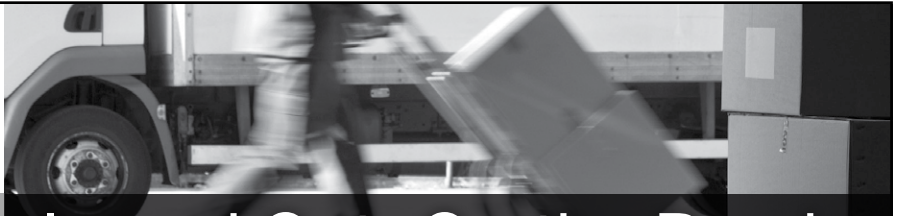
PRORATE 48 LLC

WE GO THE EXTRA MILE
P.O. Box 9029 • Rapid City, SD 57709
Office: (605) 341-8887 • Fax: (605) 341-2229

Laurie Holloway Breanna Regan Tina Brouwers Tera Hockenbary
lholloway@prorate48.com bregan@prorate48.com tinabrouwers@prorate48.com thockenbary@prorate48.com

BOB WILLEY TRUCKING
1001 E. Garfield Ave. • Gettysburg, SD 57442
Phone: 605-765-2576 Mobile: 605-769-1148
Fax: 605-765-9796

30 YEARS OF SERVICE



In and Out. On the Road.



Quick and easy scheduling for truck drivers at two locations.
WorkFORCE provides:

- Workers compensation injury care
- In clinic nursing and MD services
- Industrial exposure follow-up and physicals
- Pre-employment, fit-for-duty and return-to-work exams
- Customizable lift tests, hearing and vision exams
- Beginning-to-end claims management
- Physical therapy
- DOT and Non-DOT Drug screening programs
- Random UDS Generation
- Breath Alcohol Testing

4928 N CLIFF AVE.
 SIOUX FALLS, SD 57104
(605) 444-8820

7600 S MINNESOTA AVE.
 SIOUX FALLS, SD 57108
(605) 271-9000

workFORCEOH.com

Quick. Simple. Efficient.

**Call today to set up
 your free consultation!**

WORKFORCE

Occupational Health and Medical Services

A Division of Sioux Falls Specialty Hospital

DIXON

Truck Industry
 Professionals
 since 1953

NW of the Flying J
 Fargo, ND
 701-281-8200

INSURANCE

& INTERSTATE TRUCK LICENSING

Primary, NTU/Bobtail,
 Cargo, Umbrella+

Regulatory, Safety
 & Compliance Services

www.DixonInsurance.com



4400 S. Lewis Blvd.
 P.O. Box 6300
 Sioux City, IA 51106-6300
 Toll Free 800-798-2002
 Fax 712-252-6510
 Mobile 712-490-7414

Tim Kotalik
 Sales Representative

Parts: 800-728-5334 • Service: 800-397-5331
www.wilsontrailer.com • e-mail: tim.kotalik@wilsontrailer.com

INDEPENDENT TRUCK REPAIR



2333 Emerson Ln. • Rapid City, SD 57701

Brad Richey, Owner itrepair@midconetwork.com

A.J. SWANSON Arvid J. Swanson PC

27452 482nd Avenue
 Canton, South Dakota 57013
 (605) 743-2070
www.ajswanson.com

- Corporate Law
- Business Formation
- Real Estate Transactions
- Agricultural Law
- Sales & Use Tax Law
- Estate Planning
- Probate
- Administrative Law
- Zoning & Planning Law
- Transportation Law
 (Motor Carrier Emphasis)





Black Hills Log Haulers 2024 Legislative Recap

Robert Christian, Past SDTA Chairman and Past BHLHA President

It has been a very active three months for the log haulers and logging industry, probably more so than many in the industry even realize. Christine, our SDTA President, has served us very well as a watchdog, protecting our best interests.

First, there was SB 134, which was introduced into the SD state legislative session this year. It was sponsored by District 31 Senator Randy Diebert and cosponsored by many of the legislators from the Black Hills area. The intent of this bill was to give relief to the logging industry to help with the struggles we have faced over the last few years. The bill was introduced into committee at 20 million dollars for grants. I had the privilege to give testimony regarding this bill in committee, by the way, it passed unanimously in committee. We all knew this bill would be a very heavy lift and stood a very slim chance. Neiman Enterprises removed themselves from eligibility, and the bill was reduced to \$6 million to give it a fighting chance. It went to the House and was voted on, coming up 3 votes short of passing. A motion was made to reconsider, and the lobbyist went to work. Christine lobbied on our behalf, and among many other issues the logging industry has faced, she worked very tirelessly on this. Unfortunately, the Governor's team turned more yes votes to no than we could change no votes to yes. Many in the industry could have used this aid, but I also respect the Governor's stance on this.

The Governor realizes how critical it is to have a thriving logging industry to maintain a healthy, beautiful Black Hills National Forest and the benefits that it brings to our state and communities. Governor Noem, along with the governors from Wyoming, Montana, Nevada, Utah, and Idaho, wrote a letter to Agriculture Secretary Tom Vilsack challenging the current Forest Service plan. Governor Noem has also dedicated state resources to identify and help facilitate private timber sales to help the industry through these hard times. Our state forester has compiled information contradicting much of what the Forest Service has developed its current timber harvest program on.

Second, on March 2nd, I again had the privilege to represent log haulers and logging contractors at a round table discussion put together by Congressman Dusty Johnson. I must thank Christine for my seat at the table. The participants of this panel included myself, Congressman Dusty Johnson, Congressman Doug LaMalfa from California, Congressman Austin Scott from Georgia, Frank Beum USFS Rocky Mountain Region forester, Shawn Cochran Black Hills National

Forest supervisor, Ben Wudtke Director of the Black Hills Forest Resource Association, Marcus Warnke State Forester, and Paul Pearson from Neiman Enterprises. All three of these congressmen sit on the US Agriculture Committee. There has been much media coverage on this, so I hope you all were able to read some about it. I have seen and heard comments and media coverage that say it was a sparring match or the Forest Service was attacked. This was about accountability, there were three very upset congressmen because the required annual timber sales were not being met. 96,000 ccfs is the fiscal year requirement, and so far this fiscal year, there have been less than 5,000 ccfs released. If, in the private sector, we were employed by a business or ran a business with these margins we would find ourselves unemployed or out of business. Ben and Marcus covered old growth, the importance of logging to control wildfires, bug infestation, steep slope logging, and the challenges it brings, yet also the importance of it to control wildfires and bug infestation and the importance that timber sales from the forest service are to keep this industry alive. Paul, among other things, addressed the challenges the mills are facing due to forest service timber sales not being met and the tough decisions that will have to be made if this continues. I, among other things, addressed the fact that because of mismanagement from the forest service is driving many of our log haulers and logging contractors out of business, also creating a lot of hardship with tough decisions that will need to be made unless things change very quickly.

On March 14th, Governor Noem held a town meeting in Spearfish at the Common Grounds Coffee Shop. Knowing how small of a venue this was and wanting to continue to bring awareness to the challenges facing the timber industry, I went over an hour early and still found myself looking for a spot to even stand. After over two hours of standing in an overcrowded room and several additional speakers, the governor started taking questions. After vigorously waving my arm from the very rear of the room to what seemed like people 10 feet tall in front of me, I was lucky enough that the Governor recognized me very first thing. I thanked her and the five other governors for the letter sent to Secretary of Agriculture Tom Vilsack; she immediately addressed this and reiterated her support for the logging industry.

This pretty much highlights some of the activity over the last three months and what your associations are doing for you. Always keep in mind that without your support, there is no one else but yourself to protect your best interests.

MID-STATES UTILITY



Phone: 605.332.3861 • Toll Free: 800.658.3565
5700 N. Seubert Ave. • Sioux Falls, SD 57104
2 blocks north of I-90 at exit 399 (N. Cliff Ave.)

OPEN
Monday - Friday
7:00 am - 5:30 pm
Saturday
8:00 am - 12:00 pm
24 HR - CALL SERVICE



DRIVEN TO REMAIN IN A CLASS ALL ITS OWN.

Durable. Reliable. Productive. Efficient. Versatile. Valuable. These words define a Utility reefer. These essential qualities of the 3000R[®] are why we have been the #1 selling reefer manufacturer since 1994. We also know that with success comes responsibility. Your trust in us and our products drives us to only build the best.

Condolences



Roger Dennis Tiede

May 19, 1946 ~ March 6, 2024



Roger D. Tiede, 77, Sioux Falls, passed away at his home on Wednesday, March 6, 2024, from recent health issues.

Roger Dennis Tiede was born on May 19, 1946, in Delmont, SD, to Ernest and Emma (Link) Tiede. He was baptized at Zion Lutheran Church in Delmont. His family moved to Tripp, SD, where he was confirmed at First American Lutheran Church on Reformation Sunday in 1962. Roger graduated from Tripp High School in 1964. He attended USD Springfield College from 1965-1966 and served in the Army National Guard from 1963-1969. Roger married his high school sweetheart, Jean Vetter on June 5, 1966, at First American Lutheran Church in Tripp. When they were first married, they lived in Tripp where Roger worked for Hattendorf Construction. Roger and Jean were blessed with two children, Michele (Shelley) was born in March 1968 and Brad was born in September 1976.

Later, in 1968, the family moved to Mitchell where Rog started his law enforcement career with the Mitchell Police Department. In 1973, Rog joined the South Dakota Highway Patrol, relocating him, Jean, and Shelley to Arlington, SD. Rog was with the SD Highway Patrol until 1980 when he joined Jean in the daily operations of the Arlington Dairy Mart

that they purchased in 1978. While assisting Jean at the Dairy Mart, Rog continued other jobs. In the summer months, he was a hail adjuster for Farmer's Mutual Insurance and in the winter months, he drove a truck for Dakota Oats, out of Arlington. When Rog and Jean sold Dairy Mart in 1982, Rog transitioned his career to the trucking industry working for Midwest Coast in Sioux Falls as a safety director. Rog commuted from Arlington to Sioux Falls until 1987, when he, Jean, and Brad moved to Renner, SD.

Rog and Jean moved to Lake Brandt in 2008. They enjoyed lake life until moving to Sioux Falls in 2017. He continued his career moving from Midwest Coast to Farmland, and later retired from Cenex Harvest States in 2013, as Director of Safety Operations. Rog and Jean, and their love for the outdoors, allowed them to have second homes. First, at The Oahe River, North of Pierre, and later in Platte, spending many hours on the water fishing.

Rog and Jean enjoyed traveling in their motorhome, completing their dream of visiting all 50 states. They Wintered in Arizona for seven years, making great use of their ATV. In the last years of retirement, Roger enjoyed playing cards and spending many hours with his buddies at the DAV.

Most of all, Roger enjoyed spending time with his family and friends and doing anything that he could involving the outdoors. Rog's special passion was his love for music and singing. He sang his whole life; from jr. choir, all-state chorus, Renner Lutheran Church Siouxperiors, Sioux Falls Barber Shop group, El Riad Shrine Chanters, and all the church choirs he attended throughout his life. Roger lived life to the fullest and loved deeply.

Roger will be deeply missed by his wife, Jean, Sioux Falls; daughter, Shelley (Dean) Kommes, Dell Rapids; son, Brad (Amanda) Tiede, Sioux Falls; four grandchildren, Kylie (Brett) Peterson, Viborg, Garrett (Jaime) Kommes, Hartford, Mara Tiede, and Dylan Tiede, both of Sioux Falls; four great-grandchildren, Cara, Emma, Jax, and Lainey; brother and sister-in-law, Don and Karen Tiede, Sioux Falls; sister-in-law, Elaine Bauder, Scotland, SD; sister-in-law and brother-in-law, Joan and Jim Wermers, Colorado Springs; and four nephews and two nieces.

Roger is preceded in death by his parents, Ernest and Emma Tiede; his in-laws, Julius and Elda Vetter; and brother-in-law, Howard Bauder.

In Memory of:

NAME: _____



A gift of \$ _____ has been given to the
SOUTH DAKOTA TRUCKING FOUNDATION
in memory of your loved one by:

Name: _____

Company: _____

Address: _____

City/State/Zip: _____

S&B TRANSPORTATION

Safety, Compliance, Fleet Management



801 9th Ave North Suite A
 Brandon, SD
 (605) 582-3900
 SB-Transportation.com
 Hours
 8 am to 5 pm Monday - Friday

- Mobile Semi Alignment Class 7-8
- Doctor Preload Bearing Adjustment Service Center
- Complete Suspension Repair
- DOT Annual Inspections
- Pittsburgh Power OPS Oil Filtration Sytems
- Oil Sample Analysis Kits
- Pittsburgh Power Max Mileage Fuel Borne Catalyst
- BullSnott Cleaning Products

“TRUCKING’S VOICE IN SOUTH DAKOTA”

SINCE 1935

Avera
 Medical Group
 Occupational Medicine
 Sioux Falls

2100 South Marion Road
 Sioux Falls, SD 57106

DOT SERVICES

DOT Physicals | DOT and Non-DOT Drug Screening and Alcohol Testing | MRO Services | Injury Care (billed at South Dakota Work Comp Fee Schedule) | Third Party Administration Employee Assistant Plan | Additional Occupational Health Services | Efficient, Friendly, Professional Services
 605-322-5100

AVERA EPA SERVICES IS NOW OFFERING... DOT-QUALIFIED SUBSTANCE ABUSE PROFESSIONALS

The Avera Employee Assistance Program (EAP) offers substance abuse evaluations for employees who test positive for drugs or alcohol, as regulated by the Department of Transportation (DOT). Under DOT regulations, safety-sensitive employees (i.e., truck drivers, pilots and airline workers, transit workers, pipeline workers, etc.) are subject to pre-employment, random, post-accident, and reasonable suspicion drug and alcohol tests. When there is a positive test result, the DOT-regulated employee must seek the service of a DOT-qualified Substance Abuse Professional (SAP). 605-322-4069



OPPERMAN, INC.
*Concrete Sand • Masonry Sand • Golf Sand
 Gravel • Crushed Rock • Trucking*



Jeff Opperman

Office: (605) 835-8578
 1-800-638-6198
 908 East 4th Street
 Gregory, SD 57533
 Fax: (605) 835-9794
 Email: jmopinc@gwtc.net
 Cell: (605) 830-1991



**FOLLOW US ON
 SOCIAL MEDIA!**

Get Connected for the Latest News & Updates





STAY SHARP

6 RULES OF DEFENSIVE DRIVING

There's nothing like the open road. And there's nothing like the peace of mind that comes from driving safely. As a CMV driver, you need to keep your eyes peeled, your senses sharp and your focus on the road at all times. You've got someplace to be and someone that needs you home. So buckle up, as we dive into the essential tips for navigating South Dakota's big, beautiful roads.

01 STAY IN YOUR LANE

Because of the width and length of your vehicle, it's important to maintain your lane. Don't swerve in and out of traffic. If you need to merge or change lanes, be sure to give yourself enough space, and always use your signal to let other drivers know your intentions.

02 KEEP YOUR SPEED IN CHECK

Sure, it's tempting to put the pedal to the metal, but speeding is a one-way ticket to a crash. Because of their size, high center of gravity and weight, semi-trucks and other CMVs are more vulnerable to speed-related crashes and rollovers. Not only does speeding increase the chance of a crash, it also increases the severity of a crash. Obey the limits, keep your speed in check and adjust to the flow of traffic.

03 ANTICIPATE AND ADAPT

Defensive driving is all about anticipating other drivers' actions. Expect them to make mistakes. You can always stay one step ahead by scanning the road and being ready to adapt to any changes or potential hazards.

04 WEATHER THE STORM

In South Dakota, all sorts of conditions can be thrown your way. Whether it's rain or shine, snow or high winds, adjust your driving style to suit the current conditions. And remember, forecasts are your friends. Check them whenever you're parked.

05 CHECK THOSE BLIND SPOTS

Blind spots can surprise even the most seasoned drivers. Use your mirrors to their full advantage, but don't solely rely on them. Always shoulder check to make sure there are no hidden drivers hanging out in your blind spots.

06 PLAN YOUR ROUTE

It's important to have a game plan before you hit the road. Because CMV drivers often travel to new locations, they may be unfamiliar with roads and rely on a map or GPS. Always plan your way before starting your engine. Checking a map or entering GPS info are dangerous distractions. Have a plan, buckle up and then hit the road.

**THE MOST IMPORTANT STOP
IS THE ONE BACK HOME.**



DRIVESAFESD.COM

Electrifying Trucking: \$1 Trillion Needed for Infrastructure

Clean Freight Coalition Commissioned Study to Assess What a Switch Would Cost

Connor D. Wolf | Staff Reporter

The trucking industry transitioning to full electrification would require nearly \$1 trillion in infrastructure investments, a new study revealed March 19.

The Clean Freight Coalition commissioned the study to gain a better sense of what the switch would cost to inform policymakers and the public. The organization was formed to advocate for lower emissions in trucking, but in an economically effective way. The study concluded that infrastructure upgrades alone would be a nearly \$1 trillion expenditure.

“The Clean Freight Coalition is an alliance of transportation stakeholders committed to a clean energy future,” CFC Executive Director Jim Mullen said. “We found that there was a void in information relative to this transition as it relates to the buildup of the nation’s electrical infrastructure, including the generation, transmission and distribution of electricity to electrify all the nation’s medium- and heavy-duty commercial trucks.”

Management consulting firm Roland Berger was commissioned to conduct the study because of its expertise in infrastructure, the automotive sector and commercial trucking. It specifically found \$620 billion of investments would be needed for charging infrastructure, with an additional \$370 billion to upgrade distribution grid networks.

“Our industry has an incredible pedigree and commitment to a clean environment,” American Trucking Associations President Chris Spear said. “What Roland Berger’s study shows us is that this mad dash to zero exposes the supply chain to a \$1 trillion unfunded mandate. This is not included in the latest Infrastructure Investment and Jobs Act. This is a \$1 trillion unfunded mandate that the supply chain, including our industry, is going to have to invest.”

Spear pointed out that emissions coming out of the tailpipes of trucks have been reduced by 98.5% over the past four decades. That equates to 60 trucks today emitting what one truck emitted in 1988. He stressed that the industry is on board with reducing emissions, but it must be done in a collaborative and common-sense way that isn’t just rushing to one potential solution. He noted that means having realistic timelines and targets.

“We looked at the Class 3 to 8 vehicles to understand how they are distributed in the country, what does this mean for the charging situation at the county level, what does it then mean for the investments that have to be taken at the fleet level,” Roland Berger senior partner Wilfried Aulbur said. “Our calculations show that we will have to invest about

\$620 billion into charging infrastructure, which includes chargers, site infrastructure and utility service costs.”

Aulbur believes that the logistics sector as a whole won’t be able to easily absorb the costs considering its 5% return on sales. He warned that without support, the transition could lead to significant freight rate increases to fund it. He also noted that the \$620 billion specifically takes into account local and long-distance operations.

“For the local investments in on-site charging infrastructure, we would need close to \$500 billion, to be exact \$496 billion,” Aulbur said. “Then in addition to the local on-site charging, we need to make sure that there is also on-road charging available for higher-mileage vehicles, which is an additional \$69 billion on top. So that’s the way this distributes.”

Aulbur said the development of these highways also is constrained by the pace of transmission grid infrastructure. He noted this process can happen slowly since it requires getting the infrastructure and permits in place.

“Now if we want to look at full electrification of longhaul vehicles, that’s basically the challenge to electrify our highways,” Aulbur said. “That is going to need about \$57 billion in additional investment. Again, a significant amount of money that needs to be spent. We’ve said it, infrastructure investment is great, it creates jobs, but we need to find a way to fund it.”

What Is CFC?

The Clean Freight Coalition was founded in March 2023. It’s members are:

- American Trucking Associations
- American Truck Dealers, a division of the National Automobile Dealers Association
- Natso
- National Motor Freight Traffic Association
- National Tank Truck Carriers
- Truckload Carriers Association

Aulbur believes the industry needs to look at what is feasible to address these challenges near term, pointing out that this is more so on the infrastructure investment side with power generation and transmission upgrades already being pursued by utility companies.

“We need bridge technologies, we need plug-in hybrids, we need renewable fuels,” Spear said. “We need technology-neutral policies that breed innovation. Going all in on electric, at this pace, it could be catastrophic, not just for our industry, but for the economy and what consumers pay. We’re saying, you can do both. You can get to zero emissions if you do this responsibly.”

Reprinted from *Transport Topics*.

Paying the Bill:

THE COST OF ELECTRIFYING THE SUPPLY CHAIN

The Clean Freight Coalition commissioned a study by Roland Berger to forecast a realistic electricity infrastructure buildout for medium- and heavy-duty battery-electric vehicles.

KEY TAKEAWAYS:

- Preparing today's commercial vehicle fleet for electrification would cost upwards of \$620 billion of investment in charging infrastructure alone, including chargers, site infrastructure, and electric service upgrades.
- Utility companies and the government will need to invest \$370 billion to upgrade their distribution grid networks to meet the demands of just commercial vehicles.
- This nearly \$1 trillion expenditure does not account for the cost of new battery-electric trucks, which according to market research can be 2-3 times as expensive as their diesel-powered equivalents.
- Policymakers will need to address these cost concerns and infrastructure hurdles to make an electrified supply chain function smoothly for the American economy.
- While medium-duty vehicles will face fewer roadblocks, economic and operational constraints make electrification very challenging for the heavy-duty segment, and significant improvements in battery range and charging infrastructure capabilities would be needed to support a path for the electrification of long-haul vehicles.



Heavy-Duty



Medium-Duty

Heavy-duty vehicles require **3x infrastructure investment** per vehicle compared to medium-duty for depot charging

Commercial Vehicle Industry:



Utility Companies:



Ratepayers & Consumers:



METHODOLOGY: Roland Berger calculated these costs based on modeling a commercial fleet with today's technology compared to a fleet with modest but realistic performance improvements. The team then went county-by-county and modeled vehicle populations and projected electricity usage to identify areas in need of investment to support those fleets.

Biden Administration Expected to Soften Emissions Rules

President Faces Pressure From Automakers and Industry Groups

Grant Schwab | *The Detroit News*

Donald Trump wants to create an electric vehicle problem for Joe Biden in Michigan — but the sitting president already has one.

After almost a year of pressure from automakers and industry groups, the Biden administration is expected to soften proposed regulations meant to sharply curb vehicle emissions and promote EVs, two sources familiar with the situation told *The Detroit News*. The move would come as Michigan and the auto industry take center stage in the looming Trump vs. Biden battle for the White House.

“They ordered a hit job on Michigan manufacturing with this insane electric vehicle mandate,” the Republican front-runner said during a speech in Waterford Township, Mich., last month that telegraphed what’s likely to be a frequent line of rhetorical attack against Biden in the coming general election campaign.

Asked if policies promoting EVs are a political liability for Biden, U.S. Rep. Debbie Dingell, the Ann Arbor Democrat, told *The Detroit News*: “I think Donald Trump is going to make it one.”

Technically speaking, the Biden administration’s original proposal was not an EV mandate. But Trump and his allies are trying to stoke that notion to persuade Michigan voters that a second Biden term would crush individual purchasing freedoms and cripple the state’s bellwether auto industry.

How much Biden scales back the final rules when they’re released later this month or next would signal his willingness to compromise in an election year and accept tough feedback from a critical industry in one of the most consequential electoral states in the country.

EVs will be essential to meeting future emissions targets, even if the final regulations are scaled back when they’re released. But in Michigan, EVs are less popular with consumers than in any other state Biden won in 2020. Adoption rates are still low across most of the country as the auto industry struggles to figure out a formula for providing profitable, affordable EVs and lagging vehicle-charging infrastructure remains a headache for drivers.

Dave Dulio, an Oakland University political scientist, said EV policy is important for Biden in Michigan. EVs are “a really important issue for a really important segment of the electorate,” he added, referring to blue-collar auto workers in Michigan who are concerned about job losses as the



Detroit Three continue to lose money on EVs. Models with internal combustion engines, meanwhile, remain profitable for the companies.

“There’s enough stories out there about California, for instance, where it sure as heck seems like a mandate from the state government to phase out gas-powered engines,” he said. “I think Trump has picked up on that and is going to hammer that because he sees it as a winning issue.”

In reportedly softening its tailpipe emission reduction targets, Dulio called the Biden administration smart to recognize they “had their foot too hard on the gas pedal.”

“The apparent revisiting of this by the Biden White House and the (Environmental Protection Agency) is a very grudging concession to a reality that’s been bluntly apparent to the auto industry for at least a year,” said Patrick Anderson, CEO of East Lansing-based Anderson Economics Group.

The EPA rule is part of a series of proposed regulations that, in concert with a proposal from the Department of Transportation, would slash the allowable emissions from new vehicles to a quarter of their current levels by 2032. Used vehicles would not be subject to any new restrictions.

The White House under Biden says it has committed to “tackling the climate crisis with the urgency that science demands.” As part of that effort, the president and his team have strongly supported EVs.

The initial EPA proposal suggested that EVs will need to make up 67% of all new vehicle sales by 2032 to meet the new standards. Ford Motor Co., Stellantis NV and General Motors Co. have all committed to electrifying their fleets to address climate change and keep up with what they see as the future for the auto business.

“GM strongly believes that EVs are the future of transportation,” the company said in a public comment on the EPA proposal. Ford wrote in its comment that the Dearborn automaker is “all-in on electrification.” But the companies said they need more time.

When the draft rule was released in April 2023, the Detroit Three said it was too aggressive. In its public comment, Stellantis warned: “Overly optimistic projected policy solutions lead to unrealistic assumptions of BEV (battery-electric vehicle) market acceptance, along with resource redeployment to electrification and long lead times for ICE hardware changes, creating risk for compliance in the criteria emissions space that is untenable.”

More simply, Ford warned against going “too far too fast.” Both automakers expressed support for “Alternative 3” within the rule proposal, which sets the same end targets but slows the ramp-up between 2027 and 2032.

General Motors said it supported previous Biden administration goals of achieving 50% EV market share for new vehicles and 60% emission reductions by 2030. Rather than requiring emissions reductions beyond that, GM encouraged the EPA “to develop an innovative opt-in compliance pathway that rewards companies that deliver greater-than-projected EV volumes.”

The automaker wants more of the carrot-not-stick approach that was prominent for green energy programs in the Inflation Reduction Act. The law, passed in 2022, includes tax credits for the purchase or lease of electric vehicles, subject to domestic sourcing requirements.

The Alliance for Automotive Innovation, a trade group representing all the major automakers in the U.S. except for Tesla Inc., also has said the EPA proposal is too aggressive.

“Pace matters. The next three or four years are critical for the development of the EV market as we move beyond early adopters,” alliance president John Bozzella said in a statement. “Give the market and supply chains a chance to catch up, maintain a customer’s ability to choose, let more public charging come online, let the industrial credits and Inflation Reduction Act do their thing and impact the industrial shift.”

Tesla, which last year made \$1.8 billion from sales of regulatory tax credits earned from EV sales, was the only U.S. automaker to support the EPA’s proposal. While Tesla profits from tailpipe emission regulations, legacy automakers face fines.

“The new generation of emissions requirements have punitive fines on them. That could essentially bankrupt a company that attempted to do business in a manner that

ignores them,” said Anderson, of Anderson Economics Group. He said regulatory pressure already is pushing automakers to make money-losing products to avoid fines.

“Look at Ford Motor Company’s \$4.7 billion loss on EVs in 2023 alone. A substantial portion of that comes from building vehicles where the demand isn’t there yet, where Ford knows they need to start building vehicles so that they’re ready for an uncertain amount of demand later on.”

Despite those losses now, Tu Le, an industry observer and founder of Sino Auto Insights, said the Detroit Three need to get more aggressive on EVs to stay competitive with Tesla and foreign automakers like BYD Co., the Chinese EV powerhouse that recently announced plans to locate a factory in Mexico.

“They need to move faster, but they’re not moving faster. They need to make bolder decisions, but they’re not making bolder decisions, despite what Wall Street says,” Le said. “Slowing down the transition plays into Tesla and BYD.”

Dingell, for her part, also warned that the United States needs to press forward with EVs to keep pace with China, though she declined to comment on what targets the EPA should set in its final rule: “I’m seasoned enough to remember when the domestic market here lost 10 years because Japan was ready with small cars when gasoline prices went up, and the domestic market wasn’t prepared.

“If we’re gonna stay at the forefront of innovation and technology ... this is the direction we’ve got to go,” Dingell added. “China’s already trying to out-compete us. China’s government is subsidizing it. ... I’m not (ceding) our leadership to anybody. Nor is Joe Biden.”

Environmental groups have urged the EPA to keep its original proposal. “Since these rules were proposed last year, they have only become more feasible to achieve,” Kathy Harris, director of the National Resources Defense Council’s clean vehicles program, wrote in a blog post this week.

“What’s clear is that for decades, EPA’s standards have worked, despite what some automakers and the oil industry may claim,” she added. “Just as the oil industry and some auto dealers are whining now, industry has complained about EPA’s standards every step of the way — but once the rules are in place, automakers have shown they can cut pollution while providing the vehicles Americans want to buy.”

The Sierra Club issued a similar statement last week: “Enough excuses from the auto industry. Automakers have had more than enough time to prepare for the EV transition,

Continued on Page 21.



Diesel Auxiliary Power Units

Comfort Without Compromise

Provides sleeper cab air conditioning and heating

Powers household accessories

Charges the truck batteries

Warms the truck engine

Compatible with shore power

Monitors battery charge



For more information contact:

Marti Sidel | 605.321.0166 | m.sidel@transportrefrig.com

**Transport Refrigeration
of South Dakota, Inc.**

5700 N. Seubert Ave.
Sioux Falls, SD 57104
Office: 605.332.3861



©2017 Carrier Corporation. Printed in USA.
Carrier, Carrier Transicold and ComfortPro are registered trademarks of Carrier Corporation.

www.trucktrailer.carrier.com

Biden Administration Expected to Soften Emissions Rules continued from Page 19.

and funding from the Inflation Reduction Act is rolling out the infrastructure necessary to support it. We can and must have union-made clean vehicles. We urge the EPA to remain steadfast in finalizing a strong rule that will improve public health and protect our future.”

In Michigan, the Environmental Defense Fund launched a television ad last month specifically promoting the benefits of EVs in the state that helped put the nation on wheels. The commercial came in response to new anti-EV ads in 2024 battleground states from a top oil and gas lobbying group.

The ad features Mark Rowland of Eaton Rapids, a Republican and Air Force veteran who promoted EVs as consumer money-savers that are good for Michigan jobs.

“When I bought my Chevy Volt 10 years ago, my friends were surprised. They thought it was a hippie car,” Rowland said in the ad. “But I know performance when I see it.”

But the ad — without meaning to — highlights the growing pains of EVs in Michigan and why a softer final version of the EPA tailpipe rule could be an important compromise for Biden.

Chevy discontinued the Volt, a plug-in hybrid vehicle, in 2019. By then, it was losing money for the company. And after the automaker replaced it with the fully electric Bolt, it temporarily halted that line a few years later in 2023 for similar reasons.

“You can’t just build the vehicles and hope for the best,” said Samuel Abuelsamid, principal e-mobility analyst at market research firm Guidehouse Inc. “You actually have to address every aspect of that ecosystem — charging the battery, manufacturing, the mineral sourcing, the whole supply chain and the recycling at end of life. Both the automakers and the Biden administration until relatively recently had some pretty unrealistic expectations.”

Reprinted from Transport Topics.

Stronger Together.

Since 1935, the South Dakota Trucking Association (SDTA) has been a powerful voice for the trucking industry in South Dakota.

Join today and discover why so many carriers and associate companies are proud to be South Dakota Trucking Association members. We are stronger together.

SCAN THE QR CODE TO SIGN UP.



www.southdakotatrucking.com



Hartley Transportation, Inc. Prompt Express, Inc.

Jeff Hartley, Owner

700 39th Street SE
Watertown, SD 57201

ICC# MC 418632
US DOT# 985841

48 State Contract Authority
Brokerage Authority

Office: 605-886-2360
Fax: 605-882-4059
Watts: 800-274-3677

TRUCKING INTO THE FUTURE

LEADERSHIP DEVELOPMENT. NETWORKING. ADVOCACY.



OUR MISSION: Develop, Educate and Recruit Future Leaders of the Transportation Industry.

Join the SDTA NextGen Group Today!

Learn from mentors, network with peers, and stay informed about important industry, legislative and regulatory challenges in the trucking industry. Whether you are new to the trucking industry, a legacy employee, or you have years of experience, everyone is welcome. Mixers are held quarterly.



NextGen

To get involved, contact us:
605.334.8871 or info@southdakotatrucking.com
www.southdakotatrucking.com



Find us on facebook



AGTEGRA[®]

COOPERATIVE

NOW HIRING DRIVERS

At Agtegra Cooperative, employees team together to service the farming operations of member-owners. Along with competitive pay, a commitment to safety and multiple training opportunities, this team also receives the following benefits:

- Health Insurance
- Dental Insurance
- Vision Insurance
- Health Savings Account
- Clothing & Boot Allowance
- 401K
- Co-op Retirement
- Paid Time Off
- Paid Holidays
- Bonus Opportunities

Pay DOE. Commercial Driver's License Required - WILL HELP OBTAIN!

Contact the Hiring Manager DIRECTLY

WWW.AGTEGRA.COM



5 Full-Service Dealerships in Iowa & Nebraska



NEW & USED TRUCKS & TRAILERS



www.pbtruck.com



IOWA

SIoux CITY 800-444-7383
4135 Harbor Drive
COUNCIL BLUFFS 800-454-7383
2546 Mid America Dr
DES MOINES (ANKENVY) 800-447-7383
5825 SE Delaware Ave.

NEBRASKA

NORFOLK 888-610-7383
2001 S. 23th St.
LINCOLN 887-499-7383
6262 Arbor Road
TRP OF O'NEILL 833-900-9877
49088 US Hwy 20

Heartland

1-800-333-5173
(605) 342-0527
Transportation

Fuel Transport Drivers Wanted



Heartland Transportation is Currently Hiring
Fuel Transport Drivers

Transport Gas and Diesel In Eastern SD Area

Heartland Transportation Offers:

- Commission on Gross Freight
- Competitive Benefit Package
- Yearly Bonus Incentives (Health, Aflac, 401K, Paid Vacation)
- Company Paid - Life, Dental & Vision Insurance
- New Equipment - Own Assigned Unit
- Home Most Nights - Schedule Flexibility
- Growing Company

Send resume to toddm@mgoil.com

Uber-backed Proposal Seeks 20% Cap on Attorney Fees in Civil Cases

Supporters said it is necessary to reduce payouts for “billboard attorneys” and increase rewards for plaintiffs.

Eric Neugeboren | Reporting Intern

A newly formed political action committee backed by Uber and a handful of Nevada business groups is proposing a ballot question that would cap how much Nevada attorneys can charge in fees for civil cases.

Nevadans for Fair Recovery filed the petition with the secretary of state’s office on Monday to cap attorney fees at 20 percent of all settlements and awards in civil cases beginning in 2027. The initiative would not place a limit on how much money plaintiffs can recover from lawsuits.

The group said the effort is necessary to lower payouts for “billboard attorneys” who spend millions of dollars on advertising and to reduce the number of “frivolous lawsuits.”

“If someone is injured in an accident and needs money they shouldn’t have to hand over 40 [percent,] 50 [percent] of everything they receive from a judgment or settlement to a lawyer who makes millions of dollars a year,” a spokesperson said.

In addition to Uber, the effort is backed by the Retail Association of Nevada and the Nevada Trucking Association.

Attorney fees in civil cases are largely unregulated in Nevada, except that they must be considered reasonable, and fees in medical malpractice cases are capped at 35 percent of the total recovery. Lawyers retained by the state may take no more than 25 percent of the payout in attorney’s fees.

The petition is a statutory initiative, so supporters must gather at least 102,362 signatures by Nov. 20, with at least 25,591 signatures coming from each of the state’s four congressional districts. If a sufficient number of signa-

tures are gathered, it would go to the 2025 Legislature for approval. If the Legislature does not act on the initiative, the question would be placed on the 2026 general election ballot.

Uber said the current system hurts the pocketbooks of victims.

“At the end of the day the current system works better for lawyers than for drivers. We need reforms that protect the people actually doing the work,” Emilee Rodgers, a Nevada Uber driver, said in a statement.

The petition is likely to be opposed by Nevada trial lawyers, who play a powerful role in Nevada politics and have fought against fee caps on the grounds that it would make it more difficult for plaintiffs to get the best representation and highest awards. A group of 20 personal injury law firms has given more than \$4.5 million to political candidates and committees since 2017.

In the 2022 election cycle, lawyers, law groups and legal industry-backed political action committees made more than \$850,000 in campaign contributions. Citizens for Justice — the political arm of the Nevada Justice Association, a group for state trial lawyers — was responsible for around a third of that spending.

A bill in last year’s legislative session would have removed the cap on attorney fees in medical malpractice lawsuits. That bill stalled in a legislative committee, but another bill that became law imposed a blanket 35 percent fee cap in medical malpractice lawsuits. Nevada law previously had different caps depending on the recovery amount.

Reprinted from The Nevada Independent.

2024 South Dakota Spring Load Restrictions



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.



STOP IN AND SEE US FOR ALL YOUR TRUCK NEEDS!

Sales, Service, New & Used Parts, Bodyshop, Full Custom Shop, DPF Cleaning

We are an Authorized Caterpillar, Cummins, and Paccar MX/PX Dealer. State of the art DPF Cleaning Machine in-house!

4620 North Cliff Avenue • Sioux Falls, SD 57104
605-338-0040 • Toll Free: 800-335-4505 • Fax: 605-336-7657

www.peterbiltofsiouxfalls.com
www.peterbiltparts-sd.com
www.peteshop-sf.com

HOURS:

Monday-Friday: 6 a.m. to 10 p.m.
Saturday: 8 a.m. to Noon



WE APPRECIATE YOUR BUSINESS!



WWW.NORPASS.ORG



The NORPASS Board of Directors are committed to promoting safe and efficient trucking throughout North America. NORPASS encourages the use of mainline screening devices allowing participating safe and legal commercial vehicles to bypass specific weigh stations allowing enforcement to concentrate its efforts on high-risk carriers.

Use of a transponder is voluntary. The only cost to the carrier is the charge for the transponder. There are no monthly or annual fees.

To avoid stopping at weigh stations call 1-888-877-8567.

Phone 888.877.8567 | Fax 360.705.6836 | transponderadmin@wsdot.wa.gov

VOYAGE
FEDERAL CREDIT UNION

Fueling Your Financial Journey:

Empowering Truckers
One Mile at a Time

Insured by NCUA
www.voyagefcu.org





FINANCING YOUR MOST IMPORTANT ASSETS

Having the proper truck tractors, trailers, and other equipment is essential to your business's success. That's why we offer financing of up to 85% of the cost.

Scan the QR code to learn about our full lineup of financing options, or give Derek, Justin, Russ, and Mitch a call today. When you're ready to roll, our team of transportation experts will be ready to help!



FirstNationalBank

www.fnbsf.com The First National Bank in Sioux Falls® Member FDIC



1901 E Benson Rd, Sioux Falls



(605) 782-5800



fnbsf.com



DON'T FACE THE CHALLENGES AND TRIUMPHS OF RUNNING A SUCCESSFUL TRUCKING BUSINESS ALONE.

Since 2010, thousands of owner-operators and fleet owners have trusted Aladdin to effectively navigate the highs and lows of operating and growing their trucking businesses.

Backed by the expertise of our industry professionals, we provide a comprehensive range of services and products to ensure the success of your trucking business:

- + Invoice factoring
- + Equipment financing and leasing
- + DOT compliance support
- + IFTA/MTR Licensing & Reporting
- + Samsara ELD
- + IRP Licenses & Authority Setup
- + Long haul trucking insurance
- + Fuel discounts

HERE FOR YOU EVERY MILE OF THE ROAD.

At Aladdin, we know the road you are on.

We are committed to the success of your trucking business and look forward to helping you attain new goals and accomplishments that once seemed challenging or unachievable.

Get in touch with us today at 539-252-3346 or sales@aladdincap.com.
Visit aladdincap.com for more details.

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.

Remit To: SDTA • PO Box 89008, Sioux Falls, SD 57109-9008 • michelle@southdakotatrucking.com

INTRODUCING THE NEW CASCADIA

DRIVE THE FUTURE



CASCADIA



WE DO IT ALL! | NEW & USED TRUCK SALES | BODY SHOP | PARTS | SERVICE

LOCATIONS IN MINNESOTA, SOUTH DAKOTA, NORTH DAKOTA, IOWA, MONTANA AND WISCONSIN

BLAINE | INVER GROVE HEIGHTS | SIOUX FALLS | WATERTOWN | BISMARCK | SIOUX CITY | BILLINGS | GREAT FALLS | MISSOULA | MADISON | MARSHFIELD

WWW.ISTATETRUCK.COM

STS SIOUXLAND TRAILER SALES

www.sioxlandtrailer.com

HARRISBURG, SD

877-449-5400

Scott Bleeker, Service Manager

Matt Sommervold, Parts

Kevin VanOverschelde, Sales

SIOUX CITY, IA

800-274-2364

Jeff Harms, Service Manager

Cory Barnes, Parts

Travis Buhman, Sales Manager

Kevin Kiewel, Sales

GLENWOOD, IA

855-520-6969

I-29 South Exit 35

Dean Palmer, Service Manager

Wil Niemeier, Sales

Matt Wild, Parts



SIOUXLAND TRAILERS
368 5400



**FULL SERVICE AND PARTS
MAJOR TANK REPAIR & TESTING
ASME R STAMP FACILITY
HYDROSTATIC, D.O.T, VISUAL
CERTIFICATION & INSPECTIONS**

**DEALER FOR THE FOLLOWING NEW AND USED TRAILERS:
TANKS, FLATBEDS, STEP-DECKS,
SIDE-BELLY & END DUMPS, HEAVY EQUIPMENT
AND WESTERN SNOW PLOWS**

THIRD ANNUAL TRI-STATE SAFETY SUMMIT - ANOTHER SUCCESS!

The 2024 Tri-State Safety Summit kicked off Monday, March 18th. There were several safety professionals from South Dakota, Iowa, and Nebraska in attendance, as well as several vendors with great products and services on display. This two day session was chalked full of great seminars and keynote speakers!



PAUL ENOS, CEO of the Nevada Trucking Association & Creator of Mongoose Method Training explained his safety data reporting tool, called the "Nine Vectors." This tool allows trucking companies to stay on top of important safety metrics impacting their business.

Each motor carrier attendee received a snapshot of their companies Nine Vectors data prior to the start of his seminar.



RODOLFO GIOCOMAN explained the Commercial Vehicle Safety Alliance (CVSA) North American Fatigue Management Program. He gave a hands-on, interactive 4-hour session where attendees obtained the tools needed to implement fatigue management practices.



SAFETY MANAGEMENT Q&A PANEL is where safety directors from three diverse companies discussed their practices. It's valuable to see how other companies implement safety practices.



TRI-STATE FMCSA SPECIALISTS PANEL Cindy Gerber, S.D.'s FMCSA Highway Safety Specialist, along with Nebraska and Iowa's FMCSA representatives held an hour long FMCSA update and Q&A session.



Ron Gann, Department of Homeland Security discussed general security awareness within the trucking industry. He noted how to observe, assess and report suspicious behavior.

THE AWARE PROGRAM is a scientific solution for objective driver fatigue risk evaluation. Their six-minute testing includes wearing a headband, arm cuffs, and monitors on your ankles and wrists which will calculate your stress levels. This was open to attendees for testing. Every slot was filled in the two-day session.



SDHP/SDMC Sioux Falls Port Manager Phil Lentz and SDHP Sergeant Grant Lubbers attended the summit.

We appreciate Sergeant Lubbers' input on the Commercial Vehicle Enforcement Q&A Panel session Monday afternoon.

Safety Matters!

Truck Insurance Specialists



*Your **SERVICE** Truck
Insurance Agency Since 1980.*

*“We’re dedicated in providing the best quality
insurance service in the industry today.
Transportation insurance is our only business.”*

*FULL SERVICE TRUCK INSURANCE AGENCY
HANDLING ALL TYPES OF COVERAGE:*

- CAPTIVES
- LONG HAUL
- INDEPENDENT FLEETS
- EXCESS LIABILITY/ UMBRELLAS
- PRIMARY LIABILITY PHYSICAL DAMAGE AND CARGO
- SAFETY SERVICES
- BOBTAIL LIABILITY
- LOCAL

**Complete Truck
INSURANCE SERVICE**

TOLL FREE 1-800-328-8451 FAX: (952) 933-8040

Email: mhatch@hatchagency.com 6121 Baker Road / Suite 102 Minnetonka, MN 55345 (952) 933-8080

Biden Emissions Rules Face Lawsuit Barrage Over EV Transition

Jennifer Hijazi | Reporter

Lawsuits are on the horizon with signed final tailpipe emission standards that some states and segments of the energy industry claim will radically transform the vehicle market away from gas cars and into expensive territory for US consumers.

The final light-duty and medium-duty vehicle emission rule, released Wednesday, continues a suite of rules that target tailpipe greenhouse gas emissions. The Biden administration has existing standards on the books for model years 2023 through 2026, and this latest iteration will beef things up for new models in 2027 and beyond.

Environmental court watchers say the standards will likely be challenged in a matter of days after publication, but many insist that the rule is standing on solid enough legal ground to avoid the worst.

“This final action is going to be very legally durable,” according to Margo Oge, former director of EPA’s Office of Transportation and Air Quality from 1994 to 2012.

“EPA has really adopted the same methodology that they have used for the past 50 years, since the inception of the Clean Air Act,” Oge said.

The Environmental Protection Agency says the standards are the “strongest-ever” targeting vehicle pollution, and they were finalized with more timeline flexibility that prevents a scramble for near-term compliance.

Contested EV Shift

Regulated manufacturers have a choice on how they comply with technology standards with new models, whether they be gasoline, hybrid, or electric.

The rule’s legal strength lies in its use of well-trod emission reduction meth-

ods, along with flexibilities and plenty of pathways for companies to meet the requirements. Auto sector investments in electric vehicles also signal a synergy with EPA goals.

Still, “we’re going to see legal cases against [the rule], because the oil industry is going to fight tooth and nail any policies at the state or federal level that will diminish their product,” Oge said.

The stringent standards will require a drastic shift to electric vehicle sales by 2032, which leaves challengers balking at the prospect of nixing gas-powered vehicle engines.

“The Biden regulations will make fewer cars available for Americans and the ones that are available will be more and more expensive as carmakers attempt to comply with this illegal and illogical rule,” according to a statement from American Energy Alliance President Thomas Pyle.

Biden’s standards “will unequivocally eliminate most new gas cars,” and their “organizations are certainly prepared to challenge it in court,” American Fuel & Petrochemical Manufacturers President Chet Thompson and American Petroleum Institute President Mike Sommers said in a joint statement.

Conservative-led states that have already challenged other EPA regulations in court are also a potential source of litigation.

“As automakers slam the brakes on their EV plans, the Biden Administration’s EPA is plowing ahead with its radical green agenda to drive gas-powered cars off the road,” Kentucky Attorney General Russell Coleman said in a statement Wednesday. “The Biden Administration and its EPA need to reconnect with reality. Our office has already taken the EPA to court twice this month to stop its regulatory rampage.”

Litigation Foreshadowing

American Petroleum Institute comments submitted during rulemaking hint at potential arguments over whether the EPA is going too far in its efficiency mandates.

“EPA does not have authority to impose standards that are only achievable through the use of [battery electric vehicles] technology because there is no clear statement in the Clean Air Act authorizing EPA to mandate a shift away from internal combustion engines,” according to the comments.


Previous clean cars litigation also provides a look into the legal strategy of potential challengers. Consolidated cases against the emission rules for 2023 model years are still pending at the US Court of Appeals for the District of Columbia Circuit.

The first set of light-duty tailpipe emissions rules skirt too close to the kinds of mandated transformations that would have resulted from previous power plant regulations—which were famously curtailed in *West Virginia v. EPA*, industry attorneys said in September 2023 arguments.

Still, challengers aren’t likely to prevail on similar claims, according to David Doniger, the Natural Resources Defense Council’s climate and clean energy program senior strategic director.

“EPA is on well trod ground, they have been writing emission standards for 60 years almost, they have been doing them in the statewide averaging format for at least 20 plus years,” Doniger said.

Reprinted from Bloomberg News.

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.

We promote safe workplaces and help get injured workers back on the job.

SDTA's Approved Work Comp Insurer
NO. 1 WRITER OF WORK COMP IN SOUTH DAKOTA



RISK ADMINISTRATION SERVICES,
RASCompanies.com

RAPID CITY, SD



FT. PIERRE, SD



Go Farther. Forward.

WWW.FLOYDSTRUCKS.COM

SALES • PARTS • SERVICE • BODY SHOP



EXPERIENCE A HIGHER LEVEL OF SERVICE



INTERSTATE Power Systems

1635 East Dike Drive | Sioux Falls, SD 57104
605-339-8839 | 800-348-3042



Some products are not available at all locations.

Located in Iowa, Minnesota, Montana, Nebraska, North Dakota, South Dakota, Wisconsin, Indiana, Illinois, Michigan and Wyoming.

istate.com



Hills Stainless Steel
505 West Koehn Ave.
Luverne, MN 56156
(507) 283-4405

HILLS STAINLESS

NEW LOCATION



Hills Stainless Tank
4100 N. Northview Ave.
Sioux Falls, SD 57107
(605) 306-4544



WWW.HILLSSTAINLESS.COM





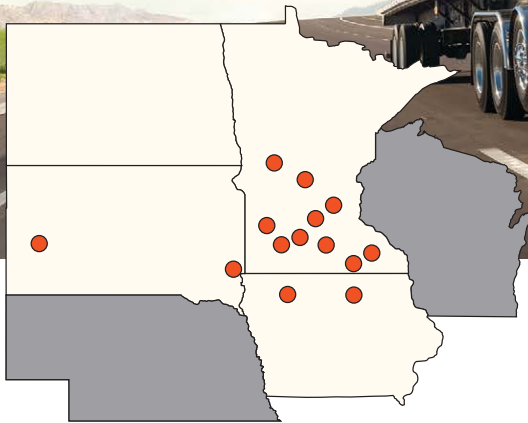
3801 S. Kiwanis Avenue
 PO Box 89008
 Sioux Falls, SD 57109-9008

PRESORTED
 STANDARD
 U.S. POSTAGE
 PAID
 Permit No. 283
 Sioux Falls, SD

NCI

North Central International

- First-Rate Service
- Quality Parts
- New & Used Truck Sales
- Rentals & Leasing



VISIT ONE OF OUR MANY LOCATIONS
www.northcentralintl.com



Website

ALBERT LEA, MN
 1900 SORENSON RD.
 507-373-0653

ALEXANDRIA, MN
 5791 MN HWY. 29 S
 320-762-8126

CORCORAN, MN
 10409 CO. RD. 101
 612-473-6700

GLENCOE, MN
 2825 11TH ST. E
 320-864-8288

MANKATO, MN
 1955 HOWARD DR. W
 507-625-2030

MARSHALL, MN
 503 N HWY. 59
 507-532-5718

MASON CITY, IA
 11243 265TH ST.
 641-423-6042

NEW ULM, MN
 3 SOMSEN ST.
 507-359-9600

RAPID CITY, SD
 2530 DEADWOOD AVE.
 605-343-7575

ROCHESTER, MN
 2729 WHYNAUGHT CT. SE
 507-289-2361

SANBORN, MN
 13067 U.S. HWY. 71
 507-648-3811

SIoux FALLS, SD
 5131 N HEALY LN.
 605-336-3820

SPENCER, IA
 2808 4TH AVE. W
 712-262-7644

ST. CLOUD, MN
 375 33RD AVE.
 320-251-9511