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THE OFFICIAL PUBLICATION OF THE SOUTH DAKOTA TRUCKING ASSOCIATION

NOVEMBER 2020

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# South Dakota TRUCKING NEWS



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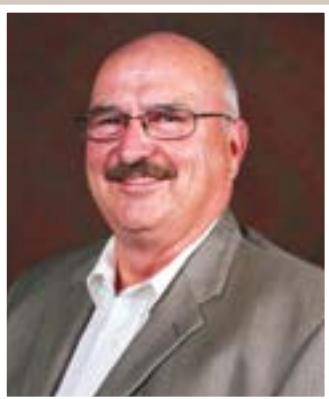
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**Jerry Ollerich**  
**TRUCKING**

## **CHAIRMAN'S MESSAGE**

In case any one of you has had difficulties with your PrePass or NorPass expediting your ease at the ports at Elk Point or Valley Springs, I'll share with you my experiences and conclusions. I'm seriously considering cancelling my subscription with PrePass, as it hasn't helped me to bypass the above ports, whether empty or loaded. I was frustrated and puzzled about what to do.

One of the perks of belonging to the South Dakota Trucking Association is the contacts/relationships built between our industry and the South Dakota Highway Patrol, so I called Captain John Broers at SDHP. He was kind enough to look into my situation by accessing my biennial update certification. My business is listed on the certification as both exempt for ag products, and for

hire as I also haul other products. And there's the problem. PrePass was "confused" about my certification, making it necessary to pull into the ports EVERY time! Now that I understand the problem, it makes no sense for me to continue with a PrePass subscription. My thanks to Captain Broers for researching the problem.

I don't know about you, but I am extremely disappointed and concerned that so many South Dakota voters have amended our state's Constitution to legalize recreational marijuana. Do we really think it's wise to have stoned drivers jeopardizing our safety and that of our friends and family as we "share" our highways? It will be interesting to see how law enforcement will navigate these uncharted waters. What will be the criteria/testing for impaired marijuana drivers?

On a lighter note, make an effort to attend the East River Legislative Reception at Minerva's on Thursday, December 10th at 5:30. The past receptions have been invaluable to meet and "bend the ears" of our state legislators as we enjoy beverages, hors d'oeuvres, and introducing ourselves to the other attendees. The NextGen meeting precedes at 4:30; I encourage you to meet and mentor the younger truckers who will continue in our industry for years to come.

I am thankful for innumerable blessings, among which are the wonderful relationships built with other trucking companies through SDTA. Take time to reflect on your own blessings and as always, stay well and stay safe.

*Jerald W. Ollerich*

**Jerry Ollerich, SDTA Chairman**  
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# President's Message



Thirty years from now, how will you remember 2020? We all will have our memories for this unprecedented year, both good and bad. No matter the year, no matter the crisis, no matter the situation, the South Dakota Trucking Association will be there serving as a common bond for all of the fine women and men that work in this great industry.

Due to the pandemic and the many associated health concerns, we have had to adapt. Board meetings have become virtual events or at least that option is offered as an option to personal attendance. Although the 2020 SDTA Convention was held and was a huge success, the American Trucking Associations Annual Management Conference and Exhibition was recently held virtually. I just hope that someday we will be able to return to somewhat what we all know as "normal".

The next meeting of the SDTA Board is scheduled for Friday, November 13th at 10:00 a.m. in Pierre. Again, we are offering a Zoom option in addition to an in-person option. The Board will be discussing the usual business items with the inclusion of election results both in this state and nationally.

By the time you read this column we may or may not know which Presidential Candidate will be inaugurated on January 20th. I hope the news media is incorrect when they report the possibility of riots in the street regardless of the outcome. What has happened to civility in this country? One thing I am quite certain about, this country will survive and move on - or maybe I am just hoping for that!

We all realize that truck drivers are the backbone of this country's economy even though sometimes those 3.5 million drivers are taken for granted. Whether you are buying clothing, food or a tank of gas, there is a quick realization that all aspects of our lives are impacted by the work of professional truck drivers.

Professional truck drivers in this country haul more than 10 million tons of freight every year. This tonnage accounts for more than 80 percent of communities exclusive reliance on trucks to deliver all of their freight. Keep up the great work!

Be careful and be safe. Stay healthy!

Myron L. Rau, President  
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**SDTA'S NOVEMBER 2020 DRIVER OF THE MONTH**



**Bill Ahrenholtz**  
Professional Truck Driver

Congratulations to Bill Ahrenholtz, Mid States Transport, Inc., Sioux Falls, SD.

He has been selected as the November 2020 Driver of the Month by the South Dakota Safety Management Council.

Bill has been a professional truck driver for over 20+ years, with 8 of them logged for Mid States Transport, Inc.

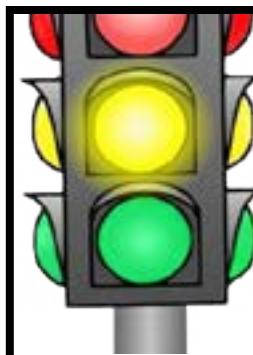
Bill has received the safe driving award at Mid States Transport, Inc. for the past seven years in a row. His loads are always delivered on time. You can always count on Bill.

Bill is 61 years old. He is the parent of one adult child, who resides in Watertown, SD.

The South Dakota Trucking Association joins the Safety Management Council in congratulating Bill Ahrenholtz for being selected as the November 2020 Driver of the Month.

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THE SDTA SAFETY MANAGEMENT COUNCIL IS LOOKING FOR  
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THIS FORM ALONG WITH RULES OF QUALIFICATION CAN BE FOUND ON PAGE 23 OF THIS PUBLICATION.



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## Safety Management Council Meets at New Port of Entry at SD/MN Border



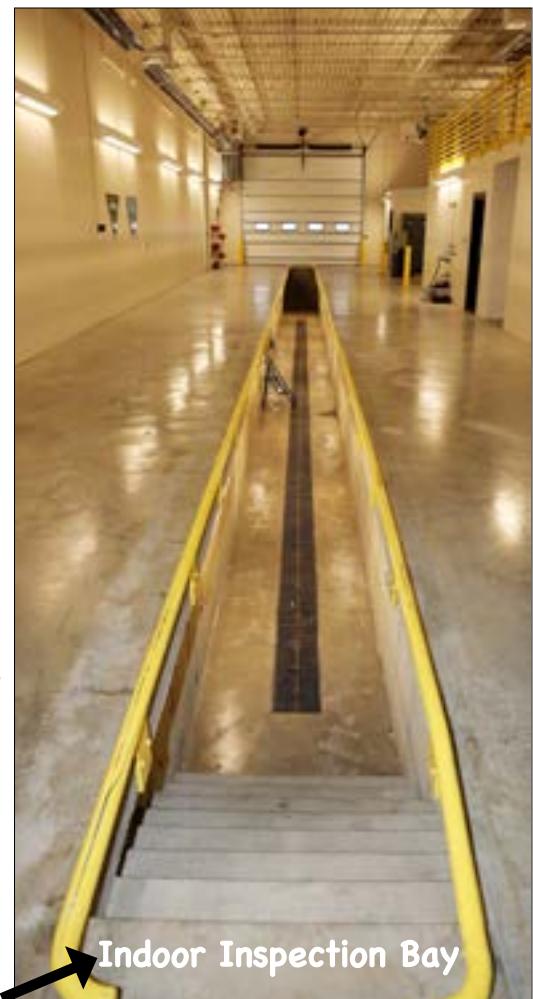
Left to right: Tim Miller, Cliff Viessman, Inc.; Dustin Rhody, WorkFORCE Occupational Medicine; Carly Collins, SD Motor Carrier Inspector; Sergeant Matt Koll; SDHP, Dave Dailey, Johnson Feed, Inc.; Pam Bultsma, Lloyd Bultsma Trucking; Michelle Wells, SD Trucking Association & Heather Ruth, Wheel Express  
(Not pictured: Rhianna Nerby, SD Motor Carrier Inspector Manager)



Sergeant Koll, SD Highway Patrol and Manager Nerby, SD Motor Carrier Inspectors often attend the SDTA Safety Management Council meetings. They have been keeping our group informed as to the progress of the newly built Port of Entry and SD Welcome Center at the SD/MN border.

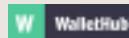
They incurred several obstacles in the new build, COVID-19 being the biggest obstacle of them all. They were trying to find an appropriate time to hold an Open House once the Port of Entry was finally completed.

It turned out that hosting the October Council meeting at the Port of Entry was the best option in today's world. We thoroughly enjoyed our visit. As you can see in the picture



(Continued on page 13)

## Cities Whose September Unemployment Rates Are Bouncing Back Most



– WalletHub Study

The employment market continued to recover in September, as the latest jobs report shows that the national unemployment rate has fallen to 7.9%, which is 46% below the peak of 14.7% during the height of the COVID-19 pandemic. To provide more context at the city level, WalletHub today released its report on the Cities Whose September Unemployment Rates Are Bouncing Back Most, as a follow-up to our report on the States Whose Weekly Unemployment Claims Are Recovering the Quickest, along with accompanying videos and audio files.

This report uses new data from the Bureau of Labor Statistics, which disclosed that it erroneously didn't count some workers on temporary layoffs as unemployed. Therefore, the real unemployment

rate may be around 5% higher than reported, and our report includes both the official rate and an "adjusted" rate based on this error.

Below, you'll see the list of the top 20 most recovered cities in September 2020:

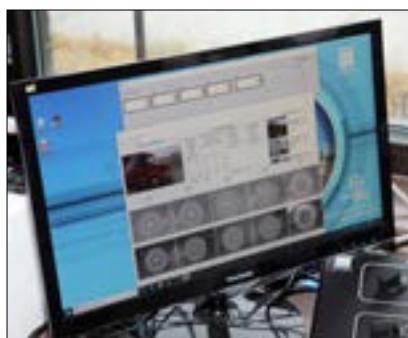
- |                           |                          |
|---------------------------|--------------------------|
| 1. Lincoln, NE            | 11. Gilbert, AZ          |
| 2. Bismarck, ND           | 12. South Burlington, VT |
| <b>3. Sioux Falls, SD</b> | 13. Cheyenne, WY         |
| 4. Fargo, ND              | 14. Juneau, AK           |
| 5. Springfield, MO        | 15. Missoula, MT         |
| 6. Rapid City, SD         | 16. Louisville, KY       |
| 7. Omaha, NE              | 17. Burlington, VT       |
| 8. Lexington-Fayette, KY  | 18. Peoria, AZ           |
| 9. Madison, WI            | 19. Scottsdale, AZ       |
| 10. Billings, MT          | 20. Chandler, AZ         |

To view the full report and your city's rank, please visit:  
<https://wallethub.com/edu/cities-unemployment-rates/73647/>



## Safety Management Council Meets at New Port of Entry at SD/MN Border

CONTINUED...



they now have an inside inspection bay in which to conduct their inspections. It is a state-of-the-art facility in all ways. They now have a lot more room to work in, with office space for the entire staff.

Their tire anomaly sensor screens commercial motor vehicles at weigh stations to identify those vehicles which are unsafe due to missing or under inflated tires. The weigh-in-motion (WIM) scales on the interstate system pre-weighs and helps screen vehicles for inspection. The thermal imaging sensors detect brake anomalies in temperature, such as a brake that is too hot (mechanical malfunction or working too hard) or one that is too cold (mechanical malfunction or not working at all).

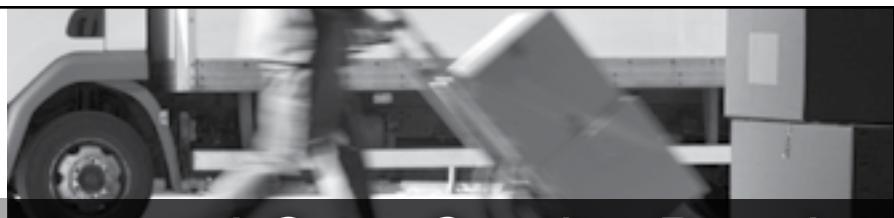
The new Port of Entry and its technology should allow inspectors to pre-screen the commercial vehicles more efficiently, detect and discover safety hazards, and keep the compliant vehicles and companies on the roadways.

We thank SDHP Sergeant Koll and Motor Carrier Manager Nerby for hosting the October SDTA Safety Management Council meeting. Everyone appreciated the time they took out of the busy day to host our meeting and give us a thorough tour! ■



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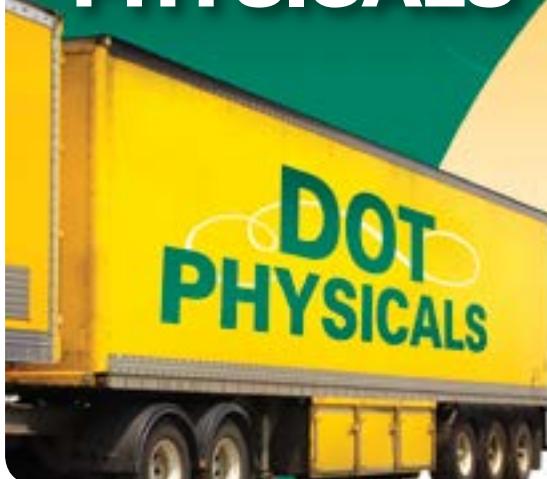
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# FMCSA Proposes Expanding Classifications for Under-21 Pilot Program



Image: FMCSA

October 9, 2020 • by HDT Staff

The Federal Motor Carrier Safety Administration's pilot program to allow 18-to-20-year-olds service members with heavy-vehicle driver training to operate commercial motor vehicles might expand the Military Occupational Specialties (MOS) classifications to open the program to a wider pool of candidates.

As part of the Fixing America's Surface Transportation (FAST) Act, the pilot program was implemented to increase the number of truck drivers by providing service members the opportunity to transition to commercial driving jobs, as long as they are not transporting passengers or hazardous cargo, or operating a vehicle in a "special configuration."

The seven original MOS classifications approved for the pilot program in July 2018 included:

- 88M Motor Transport Operator (Army)
- 92F Fueler (Army)
- 3531 Motor Vehicle Operator (Marines)
- E.O. Equipment Operator (Navy)
- 2TI Vehicle Operator (Air Force)
- 2FO Fueler (Air Force)
- 3E2 Pavement and Construction Equipment Operator (Air Force)

FMCSA is proposing to expand the list of eligible classifications to include:

- 12B Combat Engineer (Army)
- 13B Field Artillery (Army)
- 13P Multiple Launch Rocket System (Army)
- 88H Transportation Cargo (Army)
- 14T Patriot Launching Station Operator (Army)
- 3537 After 3531 achieves the rank of SSgt (Marine Corps)
- 0811 Field Artillery Cannoneer (Marine Corps)
- 1371 Combat Engineer (Marine Corps)
- 1345 Engineer Equipment Operator (Marine Corps)

FMCSA is now requesting comments on the possibility of including the additional MOS classifications, which are due on or before November 9, 2020. (<https://www.federalregister.gov/documents/2020/10/09/2020-22401/commercial-drivers-licenses-expansion-of-military-occupational-specialties-in-the-pilot-program-to>)

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## FMCSA'S DECK OUTLINES AGENCY'S ONGOING INITIATIVES

**FMCSA Deputy Administrator Wiley Deck outlined the regulatory body's plans for hours of service relief, under 21 pilot programs, and new safety technology in trucking.**

by Cristina Commendatore



OCT 26, 2020 -- One of the most notable achievements of the Federal Motor Carrier Safety Administration (FMCSA) this year has been the implementation of the new hours of service (HOS) rules and regulatory relief during the pandemic. For the remainder of the year and heading into 2021, the agency has its eyes on the driver shortage and two pilot programs for drivers under the age of 21, additional HOS relief for commercial drivers, and working with industry stakeholders to encourage the adoption of new safety technologies in trucking.

"This year, obviously, the attention and the focus has been on the COVID-19 pandemic response," said FMCSA's Deputy Administrator Wiley Deck during the American Trucking Associations (ATA) virtual Management Conference and Exhibition (MCE) on Oct. 23.

Over the course of the pandemic, the U.S. Department of Transportation (DOT) and FMCSA took on new actions in terms of regulatory waivers and exemptions for truckers working on the front lines.

"The first-ever national emergency declaration was declared this year in response to the pandemic to ensure that the supply chain kept moving; to ensure that food got where it needed to get to; that livestock, feed, and agricultural products got to where they needed to get to; that medical supplies in response to the pandemic were able to be moved around; and that we were able to restock our grocery stores," explained Deck. "During this time, we have seen what truck drivers really do. We will be able to collect some unique data on what's going on today based on relief from the hours of service regulations and see how that plays into a wide variety of different points."

Deck outlined the agency's efforts since the start of the pandemic in the U.S. in March and then went on to relay several of the agency's initiatives moving forward.

### Regulatory Relief

This year, FMCSA was required to increase random testing efforts for drug and alcohol use among commercial truck drivers. Due to the pandemic, trucking companies and other industry stakeholders informed FMCSA that they couldn't get their drivers in for tests because either medical offices were closed, or their drivers were concerned about COVID exposure.

FMCSA provided relief through the end of the year to ensure that testing could still go on for those who could meet the requirements, and issued a waiver for those who could not.

The agency took efforts to ensure that those with expiring commercial driver's licenses (CDLs) could continue to operate and help the flow of goods and medical supplies around the country. FMCSA temporarily waived medical requirements and certificates for commercial motor vehicle (CMV) drivers.

FMCSA also provided relief through Dec. 31 on the third-party CDL skills testing as regulators noticed that state DMVs needed relief.

Deck explained that moving forward, the agency will look at all these waivers and exemptions to determine whether they should be continued or not. Decisions will be made based on data and input from communications with the agency's stakeholders, he said.

### HOS, Addressing the Driver Shortage

After FMCSA received 8,000 comments from a wide variety of CMV drivers, safety advocates, and the trucking industry, the new HOS rules finally went into effect on Sept. 29. Based on the data and public comments, FMCSA changed four main areas to the

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## **FMCSA'S DECK OUTLINES AGENCY'S ONGOING INITIATIVES continued...**

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federal HOS rules: short-haul exception, adverse driving conditions, 30-minute rest break requirement, and sleeper berth provision.

"None of the changes we implemented increased the driving time for these drivers," Deck explained. "It just provided that flexibility that the drivers needed to make sure they were able to manage their own fatigue and not feeling the need to race the clock."

As part of the HOS rulemaking, there were several provisions that were proposed but didn't carry over to the final rule. One of those was part of a split-duty period, which would allow for an up to three-hour pause of a driver's clock. The agency ended up moving forward with a Split Duty Period Pilot Program, with public comments due by Nov. 2.

FMCSA is also looking to address the CMV driver shortage with two pilot programs—an under 21 military CDL program and an under 21 program for nonmilitary drivers.

The under 21 military CDL pilot program kicked off last June, but Deck said FMCSA had difficulty recruiting drivers.

"We engaged the National Guard, the Reserves, and we had gone out to speak to large classes of drivers being trained, but we just haven't made any headway on this," Deck explained. "While the study is supposed to run for three years, it will have to be extended because we are not getting the drivers we need to in a good sampling."

"We are trying to collect that data of under 21 drivers to address the driver shortage," Deck added. "The average age of a driver transitioning into the industry now is 36. The average of a driver in the industry is currently 56 or 57. We have an aging population of drivers. We need to find a way to encourage the younger driver to enter the industry. By doing that, we can make sure we have enough drivers to do what needs to be done and make sure our supply chain is flowing and our economy continues to grow."

On Sept. 10, FMCSA published a proposal for a second program for under 21 drivers geared toward non-military drivers. The DRIVE-Safe Act was used as the basis for this pilot program.

Comments are due by Nov. 9, and younger drivers can participate in one of the two categories:

Category one is 120 hours on duty and part of an apprenticeship program modeled after the DRIVE-Safe Act. Participating drivers must have 80 hours of drive time, while also completing specific requirements.

Category two is 280 hours of on-duty time with 160 hours of driving, as well as completing specific requirements. This too would allow drivers with one year of experience and 25,000 miles to participate in this pilot program and haul freight across state lines.

### **Driver Issues, CDL Rulings, Drug Testing**

According to Deck, entry-level driving training is a key rulemaking for FMCSA to ensure the safe operations of CMVs; however, FMCSA has extended the rulemaking deadline until Feb. 7, 2022, due to information technology (IT) issues. The rule was originally supposed to take effect in February 2020.

Deck explained that the agency has been working with the states to ensure that they could accept driver training certificates on the training provider registry from CDL schools; ensure there is a secure environment for those certificates; and ensure that the individual applying for their CDL actually received the proper training.

"We are working with our state driver's license agencies to make sure they have the correct IT to ensure we are able to move forward with this to make that February 2022 full implementation date," Deck advised.

Deck also noted that over the course of the pandemic, FMCSA learned that having flexibility around obtaining a CDL is key for trucking. That flexibility includes allowing third-party testers to train CDL students, he said.

"We have seen instances now where some states are closed and they have not given knowledge tests, or they are backlogged right now," Deck pointed out. "So, that delay is significant in getting those knowledge tests done so a driver can start the process of obtaining their license."

When it comes to testing drivers for drug and alcohol usage, in January, FMCSA opened its Drug & Alcohol Clearinghouse. There are 1.5 million registered users right now, as well as more than 2 million queries in the clearinghouse.

"Both fortunate and unfortunate, we are seeing a large number of folks that we captured within this clearinghouse," Deck said. "Right now, there are 42,000 reported violations. Some of those individuals captured in this clearinghouse data probably would

Continued on page 21

TRUCKING NEWS ~ PAGE 19



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## **FMCSA'S DECK OUTLINES AGENCY'S ONGOING INITIATIVES continued...**

not have been caught before. They would have found some way to skirt the system and pop up somewhere else and be on our roads. None of us want that."

The top drugs reported in the clearinghouse are marijuana, cocaine, and amphetamines and methamphetamines.

FMCSA is also accepting comments on the joint Department of Health and Human Services (HHS) rule on hair testing. Comments close on Nov. 9. Once complete, Deck said the next step is for HHS and FMCSA to engage in the rulemaking as it relates to individual organizations.

In September, FMCSA announced it would add a subcommittee to its Motor Carrier Safety Advisory Committee (MCSAC). The MCSAC includes a representation of fleets, owner-operators, law enforcement, and safety advocates, but not active CDL holders.

The subcommittee will comprise active 25 CDL holders running the gamut of the CMV industry, Deck said. The goal is for drivers to provide a wide variety of viewpoints on what does and doesn't work for them.

"The purpose of this panel is to review and look at our regulations, look at safety issues, look at training, truck parking, driver experience, and how we at FMCSA can do our jobs better to ensure our roads are safe," Deck said, adding the agency is currently reviewing hundreds of applications.

### **CSA Scores, Technology Initiatives**

Under the FAST Act, FMCSA is required to review the Compliance, Safety, Accountability (CSA) scoring system and to engage the National Academy of Sciences to look at some statistical challenges within that system. The academy recommended the Item Response Theory (IRT) in 2017 as an alternative to the CSA Safety Measurement System scoring method.

"We are making headway," Deck said. "We are in the final review right now of IRT and how it can help improve our system of monitoring high-risk carriers."

"It's a challenging system, and a challenging part for the agency is to explain how we derive our numbers," Deck added. "Under the current system, you can easily calculate what your CSA score is. IRT makes that a lot more challenging. We hope to make an announcement in the near future on the path forward that we are going to take."

Related to CSA, FMCSA's Crash Preventability Determination Program allows carriers to submit crashes in 16 crash types. FMCSA found that 97% of those crashes are nonpreventable. For instance, according to Deck, a crash would be nonpreventable if a part of a bridge falls on a truck and causes a crash, or a wild animal jumps in front of a truck while it's driving.

"The intent of this is to remove those crashes from the CSA scores because by including those types of crashes that are non-preventable doesn't give us good data, and it doesn't allow us to process this data in a meaningful manner that gives us good results," Deck said. "The program is something we tend to continue, and, in the future, it may even grow beyond these 16 crash types. We'll be analyzing that as we move forward."

When it comes to technology initiatives, TECH-Celerate Now is a partnership among FMCSA, ATA's Technology & Maintenance Council, the American Transportation Research Institute (ATRI), and the Owner-Operator Independent Drivers Association (OOIDA). It was developed to encourage the adoption of advanced driver assistance systems (ADAS), like automatic emergency braking, lane departure assistance, and forward collision avoidance, in trucking.

"We are trying to encourage the voluntary adoption of these new technologies in the industry," Deck said. "We have heard from some who have started to install these systems that they have seen a 60% reduction in the number of rear-end collisions. Out of the remaining 40%, they have seen a 90% reduction in the severity of the collisions. That's a tremendous savings of life and property."

The agency is also looking at automated driving systems (ADS).

"The intent is not to direct what type of technology that industry should use; we want to be technology-neutral," Deck explained.

"It's coming. It's happening," Deck added. "We want to ensure that those vehicles are operating in a safe manner and that our law enforcement partners know what to do when they come across an automated truck."

Source URL: <https://www.fleetowner.com/resource-center/regulations/article/21145806/fmcsas-deck-outlines-agencys-ongoing-initiatives>

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## **DRIVER OF THE MONTH NOMINATION FORM & RULES**

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

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

Marital Status \_\_\_\_\_ Spouse Name \_\_\_\_\_

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

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

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

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

Phone Number \_\_\_\_\_

Years Employed by Present Employer \_\_\_\_\_

Total Years 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 year  
in South Dakota or any other state?  Yes  No

If yes, explain when and where \_\_\_\_\_

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 driver will participate in a PERSONAL  
INTERVIEW. Selection of Driver of the Year will be made following  
ALL personal interviews. Drivers not being interviewed will not be  
eligible for Driver of the Year honors. Interview times will be scheduled  
Friday afternoon during the convention.

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

Nominated by \_\_\_\_\_ Title \_\_\_\_\_

Please attach supporting information and send to the South  
Dakota Trucking Association. Attach extra sheet if more space is  
needed.

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 employed by 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 South Dakota (in keeping with Federal Motor Carrier Safety Regulations definition of his 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 clipping, 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. Nominees not selected in either of these two months may be re-nominated for any future month's selection.

8. Entries must be in the office of the South Dakota Trucking Association 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, black and white photo of entry upon notification of winning. (3" X 5" preferred)

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# What's Happening WITH SDTA

- East River Legislative Reception (NextGen Group meeting at 4:30) - Minerva's in Sioux Falls - Thursday, December 10, 2020, from 5:30 to 7:00 p.m. (east river time).
- Winter Executive Committee Meeting - 10:00 a.m. on Monday, February 8, 2021 at the Ramkota River Centre, Pierre. Followed by the Winter Board of Directors Meeting at 12:30 p.m. The Winter Reception with Legislators will follow at 6:00 p.m. All events of the day are scheduled at the Ramkota River Centre in Pierre.
- Spring Log Haulers Seminar - 2021 (specific date TBD) (tentative) at the Deadwood Mountain Grand.
- SDTA 2020 Call on Washington - 2021 (specific dates TBD)
- Spring/Summer Board of Directors Meeting and the Cliff Tjaden Fishing Event at the AmericInn, Chamberlain. The Executive Committee will meet at 10:00 a.m. on May 7, 2021 followed by a full board meeting starting at 1:00 p.m. on the same day. The fishing Calcutta will be held after a social and hosted dinner. The Cliff Tjaden Fishing Event is scheduled for 7:30 a.m. to 3:30 p.m. on May 8, 2021.
- South Dakota Truck Driving Championships, Southeast Technical Institute, Sioux Falls, SD starting at 7:00 a.m. on Saturday, May 15, 2021.
- Wheel Jam, State Fairgrounds, Huron, SD - June 3 through June 6, 2021.
- 14th Annual West River Poker Run - Rapid City Area - June 26, 2021.
- West River SDTA and Logging Industry Golf Event (location TBD) - June 27, 2021.
- East River Golf Event - 9:00 a.m. shotgun start on Thursday, July 24, 2021 at the Brandon Golf Course.
- National Truck Driving Championships - Minneapolis Convention Center, Minneapolis, MN on August 11 through 14, 2021.
- Annual Convention - Ramkota Hotel, Sioux Falls on September 8 - 10, 2021.
- West River Legislative Reception - Minerva's in Rapid City - November 2021 (specific date TBD).
- Annual guided pheasant hunt is on Thursday, November 11, 2021 - leave the hotel in Pierre at 9:00 a.m.
- SDTA Fall Board of Directors Meeting - Executive Committee will meet at 8:00 a.m. with the full board to convene at 10:00 a.m. all at RedRossa, Pierre, SD on Friday, November 12, 2021.

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### CITY

SPEARFISH 2020  
 PLATTE 2018  
 BELLE FOURCHE 2016  
 SIOUX FALLS 2014  
 RAPID CITY 2012  
 GARY 2010  
 UNION CENTER 2008  
 BRANDON 2006  
 SIOUX FALLS 2002  
 HOWARD 2000  
 SIOUX FALLS 1998  
 MADISON 1996  
 SIOUX FALLS 1992  
 PLATTE 1990  
 SIOUX FALLS 1988

## SDTA SERVICES BOARD OF DIRECTORS

### NAME & POSITION

JUSTIN ANDERS  
 BRAD SCHIPPER, MEMBERSHIP RETENTION DIRECTOR  
 TODD JOHNSON, PUBLIC RELATIONS DIRECTOR  
 RICK UNDERWOOD, MEMBERSHIP SERVICES DIRECTOR  
 CINDY HEIBERGER, GROUP INSURANCE DIRECTOR

### COMPANY

ANDERS TRUCKING, UNION CENTER  
 SCHIPPER TRANSPORTATION, SIOUX FALLS  
 JOHNSON FEED, INC., CANTON  
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 2021  
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The image shows a large orange International Lonestar semi-truck in the foreground, angled towards the viewer. In the background, another truck is visible on a dock next to a body of water. A man in a green shirt and cap stands on the dock, looking towards the camera. To his right is a diamond-shaped International logo. The word "nation" is faintly visible in the background. The text "THE MOST DRIVER CENTRIC TRUCK FROM SEA TO SHINING SEA." is overlaid on the right side.

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