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WINTER 2021

NORTH DAKOTA MOTOR CARRIERS ASSOCIATION PUBLICATION

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The North Dakota Motor Carriers Association has been publishing the Rolling Along magazine since 1948. Each issue provides members with information concerning their association and the issues impacting the trucking industry.



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MESSAGE FROM THE PRESIDENT

HELLO MEMBERS,

2020 was a crazy year. While many businesses were slowed or closed, our industry supplied distribution centers, grocery stores, fuel stops, and anyone who was selling anything. This work that our members did during 2020 makes me proud. I guess the saying is true if you bought it a truck brought it.

By the time you read this we will be several weeks into the legislative session for 2021. Our Policy Committee put together a legislative plan to advocate for our industry. We have already begun working with key policy makers to assure that our priorities are properly funded and written in a business-friendly way. NDMCA has also worked closely with other associations whose needs align with ours so that while we are advocating for our needs, we will be doing so side-by-side with other groups who know that these requests will benefit North Dakota's entire economy. To view all the legislation that NDMCA is tracking please visit our website at www.ndmca.org and visit the 67th Legislative Assembly tab on the top right.

Although some of the formats have changed you can see we have a great slate of events in 2021. The 2021 Events Calendar is included in this issue, see page 21. This will allow you to mark all of

these important dates in your calendar. The training sessions that are planned for the first half of the year will be held virtually. This worked well at the end of 2020, so out of an abundance of caution, we are staying virtual until June. After June, it is our plan to hold the Truck Driving Championship, Annual Convention & Golf Tournament, and additional training sessions in person. This will allow for the great in-person networking that goes with a face-to-face event.

I would have to say 2020 was one of the most challenging years in our 86-year history, but the future looks bright. I pray 2021 is a kinder year for all of us.

PAT



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TRUCKS CARRY FIRST DOSES OF COVID-19 VACCINE TO HOSPITALS ACROSS THE US

The following article originally appeared in Transport Topics, December 15, 2020, Dan Ronan

As the first doses of a COVID-19 vaccine begin to ship, trucking experts on the ground level of the distribution effort said the logistical elements are in place for a successful roll-out of an estimated 50 million doses of the vaccine between now and the end of January.

“We have dedicated and hardworking people around the world who have been trained to store, handle, transport and deliver vaccines,” UPS Inc. CEO Carol Tomé said. “We’re pleased to support our health care partners with smart, efficient logistics for these vaccines that will protect communities and save lives.”

Operation Warp Speed is the federal joint effort between government and private industry to develop and distribute a COVID-19 vaccine. The initial distribution phase began at the Kalamazoo, Mich., Pfizer plant, where the vaccine — co-developed by pharmaceutical firms Pfizer and BioNTech SE — was moved by truck and air to UPS and FedEx distribution hubs and then on to 636 locations across the country. Atlanta-based UPS has set up a special 24/7 command center at its Worldport aviation hub in Louisville, Ky.

“Vaccine distribution is a key part of moving our world forward by delivering what matters,” Tomé said.

Massachusetts-based Boyle Transportation specializes in transporting medical supplies, and is a subcontractor assisting UPS in the transportation effort. Some of the company’s trucks were at the Pfizer facility as the initial vaccine distribution began Dec. 13. Company co-president Andrew Boyle told Transport Topics his company is proud to play a role.

“There have been heroic efforts by the drug developers, the clinical trial participants and the regulators to get this far, but the execution will rely in large part on blue-collar transportation and logistics professionals,” he said. “These are people at the loading docks, the professional truck drivers, the airfreight handlers, the package sorters, the delivery drivers. All the people we work with and represent will play a vital role, and they’re patriots, and they’re proud to help.”

“This is among the most important work in the history of our company, and we’re honored to be a part of the effort to help end this pandemic,” FedEx CEO Raj Subramaniam said. “I am immensely proud of our dedicated team members who continue to go above and beyond to help ensure the safe movement of these critical COVID-19 vaccines. This is who we are and what we do at FedEx.”

FedEx in this initial phase is handling Western states and UPS is focused on Eastern states.

UPS ranks No. 1 and FedEx No. 2 on the Transport Topics list of the Top 100 largest for-hire carriers in North America.

On Dec. 15 the Food and Drug Administration posted a report that indicated a vaccine from pharmaceutical firm Moderna is 94% effective. According to Bloomberg, an FDA advisory board has scheduled a Dec. 17 meeting to vote on whether to recommend authorization of the vaccine to the agency. The FDA on Dec. 11 authorized the Pfizer and BioNTech SE vaccine after an advisory panel voted to support its authorization.

“The next step is the Moderna vaccine, and we know we will ship just a little bit short of 6million doses to the American people,” said Gen. Gustave Perna, chief operations officer of Operation Warp Speed, during a Dec. 14 news briefing. “We’re shipping it to 3,285 locations across the country. It will be a very similar cadence to what we executed this week with Pfizer.”

Boyle said his company plans to stay involved with multiple manufacturers.

Walmart also is playing a role in the distribution effort; the Bentonville, Ark.-based retailer is training employees at its more than 5,000 Walmart and Sam’s Club pharmacies on how to safely handle and administer the vaccine.

“With 90% of the American population living within 10 miles of a Walmart, we will play an important part in making sure those who want a vaccine can get one when they are eligible based on their state’s prioritization, especially those in hard-to-reach parts of the country that have recently been hit hard by the epidemic,” Walmart Chief Medical Officer Dr. Tom Van Gildersaid.

Walmart ranks No. 3 on the Transport Topics Top 100 list of the largest private carriers in North America.

“I expect that this roll-out will work reasonably well,” University of Minnesota-Morris economist and trucking expert Stephen Burks told TT. “I absolutely believe there will be glitches, but it’s looking pretty promising. This has been in the planning stages for a long time, and the distribution strategy is sensible.”

Burks himself is recovering from a severe case of COVID-19, and said he is anxious to see the trucking and logistics industry move the vaccine safely. “I am cautiously optimistic. So far, so good,” Burks said.



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TRUCKING SEEKS LIABILITY PROTECTIONS AS CONGRESS DEBATES NEW COVID-19 AID

The following article originally appeared in *Transport Topics*, December 15, 2020, Eugene Mulero

As lawmakers work on legislation that will provide additional relief funds to the transportation sector, the trucking industry is asking Congress to include provisions that ensure liability protection for motor carriers on the front lines of the coronavirus relief effort.



A truck driver wears a mask. American Trucking Associations in a Dec. 11 letter asked congressional leaders to include provisions on the matter of liability protection for truckers. (andresr/Getty Images)

Transportation operations would receive \$45 billion in emergency funds under legislation from a bipartisan group of lawmakers seeking to close out the year by assisting stakeholders during the pandemic. The emergency aid would target operations at airports and the airlines, public transit and bus systems, as well as Amtrak, according to the \$748 billion measure. Additionally, the bill would aim to assist small businesses and supply chain operators involved in the distribution of the COVID-19 vaccines.

A separate bill would provide \$160 billion to assist relief efforts at states and municipalities.

The legislation also would establish and seek to affirm myriad liability protections for stakeholders engaged in the response to the pandemic. Such protections would apply to claims stemming from injuries as early as December 2019.

American Trucking Associations in a Dec. 11 letter asked congressional leaders to include provisions on the matter of liability protection.

“Congress should provide that motor carriers are not held liable if, despite reasonable efforts and absent willful/gross misconduct, they are alleged to have exposed customers or employees to the coronavirus in the course of serving the nation’s supply needs during the crisis,” ATA President Chris Spear wrote. “The trucking industry

is proud to play an outsized role in COVID-19 response and recovery efforts, and we ask that you consider the essential nature of the trucking industry as you consider the inclusion of reasonable liability protections in any future legislation.”

The letter was addressed to Senate Majority Leader Mitch McConnell (R-Ky.), Speaker Nancy Pelosi (D-Calif.), and leaders in the congressional minority.

Stakeholders are calling on Congress to approve billions of dollars in additional pandemic relief. For instance, to avoid disruptions in service, transit operators have renewed calls for additional aid.

Sen. Mitt Romney (R-Utah), a co-sponsor of the latest proposal, on Dec. 15 said, “We were able to reach agreement on a two-part relief package that includes emergency relief for small businesses, unemployment insurance, funding for vaccines and health care providers, as well as state and local assistance and a national liability shield for COVID-[19]-related lawsuits. We have people hurting right now, and our country is facing a crisis, and during a crisis, it is essential that we come together to do what is necessary.”

Co-sponsors included Sens. Joe Manchin (D-W.Va.), Susan Collins (R-Maine), Mark Warner (D-Va.), and Bill Cassidy (R-La.). Congressional leaders have yet to schedule consideration for the new round of COVID-19 relief measures.

SAVE THE DATE

SEPTEMBER 14-16, 2021



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TRAVEL RESTRICTIONS FOR OVERSIZE AND OVERWEIGHT PERMITTED MOVEMENTS IN 2021

North Dakota Highway Patrol/Motor Carrier Operations
Oversize/Overweight Permit Office (10-2020)

1. Permitted movements not exceeding 16 feet in width may travel on any day, ½ hour before sunrise to ½ hour after sunset.
2. Permitted movements that are over-height and/or over-length only, may travel on any day, ½ hour before sunrise to ½ hour after sunset.
3. Permitted movements that are ten feet in width or less, one hundred twenty feet long or less, or overweight only may travel on any day or night with proper lighting.

HOLIDAYS	PERMIT OFFICE CLOSED	LOAD MOVEMENT
New Year's Day	January 1, 2021	Permitted movements exceeding 16 feet in width, may not travel from noon on December 31 until sunrise on January 2.
Martin Luther King Day	January 18, 2021	Permitted vehicles and load movements are allowed to travel as stipulated.
President's Day	February 15, 2021	Permitted vehicles and load movements are allowed to travel as stipulated.
Good Friday	April 2, 2021	Permitted vehicles and load movements are allowed to travel as stipulated.
Memorial Day	May 31, 2021	Permitted movements exceeding 16 feet in width, may not travel from noon on May 29 until sunrise on June 1st.
Independence Day	July 4, 2021 July 5, 2021	Permitted movements exceeding 16 feet in width, may not travel from noon on July 3 until sunrise on July 5.
Labor Day	September 6, 2021	Permitted movements exceeding 16 feet in width, may not travel from noon on September 4 until sunrise on September 7.
Veteran's Day	November 11, 2021	Permitted vehicles and load movements are allowed to travel as stipulated.
Thanksgiving Day	November 25, 2021	Permitted movements exceeding 16 feet in width, may not travel from noon on November 24 until sunrise on November 26.
Christmas Day	December 24, 2021 December 25, 2021	Permitted movements exceeding 16 feet in width, may not travel from noon on December 24 until ½ hour prior to sunrise on December 27.
New Year's Day	December 31, 2021 January 1, 2022	Permitted movements exceeding 16 feet in width, may not travel from noon on December 31 until ½ hour prior to sunrise on January 3.

4. North Dakota's travel information map provides width, length, and height restrictions on state highways due to construction, road conditions, and load restriction information, as well as weight limits placed on the state highways in the spring of the year. If you have any questions, contact the NDHP Permit Office at 701-328-2621 or go to the NDDOT travel information map at: <https://travel.dot.nd.gov/>.

TEXAS TRUCKERS FIGHT INFLATED MEDICAL COSTS IN LITIGATION

The following article originally appeared in Transport Topics, December 15, 2020, Eric Miller

Trucking officials and tort reform advocates in Texas have introduced legislation seeking to end schemes between plaintiff attorneys and doctors under which medical costs related to truck accidents are overstated in court litigation, a practice that critics charge is contributing to a rise in large jury verdicts and lawsuit settlements against trucking companies.

“I consider it the largest issue that this industry in Texas has seen since deregulation,” said John Esparza, president of the Texas Trucking Association, which is leading the charge to block medical bill inflation practices aimed at motor carriers.

The schemes are increasingly being blamed for forcing several, mostly small, Texas truckers who can’t afford massive hikes in their insurance rates to close their doors. Other truckers are choosing to move their businesses out of the state, and still others are simply steering clear of hauling freight in Texas, Esparza said.

Plaintiff attorneys in these scams advise clients involved in truck accidents not to file injury claims with their insurance providers. Instead, they’re directed to doctors willing to inflate medical bills for unnecessary services or bill at exorbitant prices, sometimes for medical treatments not performed, according to trucking executives and trucking defense attorneys. The doctors are given a portion of a jury’s medical damages award for their services and, in some cases, court testimony.

The challenge for defense lawyers is made tougher by Texas court rules that do not permit presentation to juries of less expensive, more reasonably priced services from legitimate private or government medical doctors, said John Greene, Texas Trucking’s general counsel and a Fort Worth-based attorney with Scopelitis, Garvin, Light, Hanson & Feary.

“You’ll have a soft-tissue injury, but the medical bills will be \$80,000, \$90,000, even \$100,000 — that’s what the plaintiff’s lawyers get to show the jury,” Greene said. “In that case, a more reasonable cost of doctor services should have been from \$10,000-\$12,000. That would make the case much more manageable in terms of getting to the real value to compensating plaintiffs who are injured.”

Greene added, “It’s a huge problem, and I can tell you that it’s uppermost in the minds of the trucking industry in Texas right now.”

Groups that are joining the Texas Trucking Association in its campaign include the Texas Civil Justice League, Texans for Lawsuit Reform, Association of General Contractors, the Texas Association of Business and the Texas Association of Manufacturers, to name a few.

The state trucking association, with support from the nonprofits and a number of trade associations, has introduced Senate Bill 207 for consideration when the Texas Legislature gets back to work in January.

If passed, SB 207 could be a significant step in leveling the courtroom playing field for trucking defense attorneys who now have one hand tied behind their backs. SB 207 also would allow defense trucking attorneys to introduce “evidence of the reasonableness of the amount charged for medical or health care services provided to the claimant.” It also would ensure that the recovery of medical or health care expenses incurred is “limited to the amount actually paid or incurred by or on behalf of the claimant.”

That may sound simple, but it’s also critical, according to Esparza.

“The plaintiff attorneys hook someone who is a plaintiff and say, ‘Don’t go see your doctor and don’t use your insurance. Let me pay for that. Come see my doctor,’ ” Esparza said.

It’s common for the doctor recommended by the plaintiff attorney to then sign a “letter of protection” with the plaintiff attorney, and then run up the medical tab, give expert testimony, and create his own “profit center,” according to Esparza and others who have witnessed the same doctors testify on behalf of different clients in trials with the same plaintiff attorneys.

“What’s really killing us is the day-in and day-out claims with these overinflated medical bills,” said Adam Blanchard, co-owner of Double Diamond Transport, a 90-truck dry van operation based in San Antonio. “They’re driving up the cost of these claims, which in turn is causing our insurance premiums to go up so quickly — so much that we can’t afford to continue to maintain our liability insurance. It’s literally putting companies out of business every single day.”

Blanchard, a former practicing attorney, added: “In the last four years, our insurance premiums have gone up 75% or 80%. I pay \$1 million a year in insurance premiums. It’s not a cost that we can just pass on to our customers. It feels like you’re standing in quicksand.”

Blanchard said if his company is to blame for an accident he’s “100% happy to pay for any cost associated with getting that person well.

But I think it's fundamentally wrong to have a scenario where not only am I paying for medical bills, but I'm paying for false medical bills that have turned into a profit center." TTA attorney Greene agrees.

"My perception and those on the trucking companies' defense side is that plaintiff lawyers have a network of health care providers that they routinely refer their patients to," he said. "We see the same health care providers over and over again and they're the ones that are designated as the experts by the plaintiff attorneys."

"A few years ago we had a catastrophic accident, where people were treated and released, and it ended up being an over \$1 million loss," said Lincoln Thompson, co-owner of Atlanta, Texas-based, Duncan Thompson Transportation, a fuel hauler with 19 trucks.

A significant portion of that jury award was for medical costs. Thompson said his company's insurance premiums have gone up 200% in the last four to five years as a result of lawsuits. "If it keeps going up it's going to price us out," he said. "We don't have near the same amount of insurance people who bid for our business as we used to."

Lee Parsley, general counsel for the group Texans for Lawsuit Reform, said his organization has hoped for some time that the state's judges would rectify the problem of inflated medical bills..

"We decided after studying it, looking at the data, that the system was not going to fix itself and that it's going to take legislative action to right the ship," Parsley said. "The way these cases are being tried in courthouses in Texas has just become fundamentally unfair to defendants."

Parsley added: "We think the evidence is kind of overwhelming at this point that doctors are working to make the highest possible medical bills to put into evidence. They are tending to over-diagnose."

Juan Roberto Fuentes, of the San Antonio-based Fuentes Firm, described as "deeply troubling" the implication that lawyers and doctors are working together to make financial arrangements that result in inflating a plaintiff's purported debt. "It implicates the integrity of our justice system and patient care," he said.

Fuentes, who defends trucking companies involved in crashes, said he was once involved in a lawsuit in which a medical provider working with a plaintiff attorney billed the injured plaintiff \$14,290 for a procedure that normally costs less than \$400, and billed \$3,893 for a back brace that is available for less than \$150.

"The lawyer-referred doctors oftentimes have an extensive working relationship whereby the doctor understands the ultimate objective of maximizing the amount of the claim, which means there is incentive to over-treat and over-bill," Fuentes wrote in an account of a recent case posted on his website. "These medical providers also have an arrangement whereby their payment is ultimately contingent on the outcome of the case, meaning that there will be incentive to attribute unrelated medical findings and conditions to the claim."

INDUSTRY PARTNERSHIP PROGRAM

The North Dakota Motor Carriers Associations Industry Partnership Program is designed to provide for opportunities and recognition for levels of support to the Association. Sponsorship is open to both Allied and Carrier members. Levels are based on annual investments in Association sponsorship opportunities by an annual contract paid in full, quarterly or monthly or can be done on an event by event basis. Registration fees, booth fees and membership fees are not included in the calculation.



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PASSING INFRASTRUCTURE POLICIES IN NEW CONGRESS

The following article originally appeared in Transport Topics, December 14, 2020, Eugene Mulero

During the pandemic, the country's transportation network garnered a spotlight as first responders and a workforce that includes truckers maneuvered through freight and commuter corridors.

Crucial in the delivery of health care supplies, food and other goods is reliable "last-mile" access and a functioning aviation industry. If one listens to infrastructure stakeholders, a recovery from the pandemic and an economic upturn is achieved with some degree of investments in transportation.

With congressional leaders negotiating a year-end fiscal 2021 funding package that would target transportation agencies, myriad sectors continue to press for billions of dollars in COVID-19 relief. Transit operators renewed their calls for additional aid to avoid disruptions in service. Port operators recently renewed such calls, as well.

As policymakers prepare to kick off the 117th session of Congress in January, they may again acknowledge there are a variety of transportation issues in need of attention. These include, for instance, autonomous vehicles, rural broadband, research and development, renewable energy and alternative sources of funding.

If policymakers are in need of guidance for advancing big-ticket transportation policy items, they could look back at the advice from President Barack Obama's secretary of transportation, Ray LaHood.

Nearly two years ago, at the start of the 116th Congress, LaHood offered members of the U.S. House transportation committee a road map for passing comprehensive infrastructure legislation.

This four-step process for realizing such an endeavor consisted of acknowledging that a sustainable source of money is needed for the construction and maintenance of infrastructure programs. Then, deliver bipartisan legislation to the tax-writing Ways and Means Committee so those members resolve the Highway Trust Fund. At Ways and Means, approve a fuel tax increase that would help ensure the trust fund's solvency. Finally, send a final bill to the Senate to clear it for the president's signature.

Transportation leaders approved House and Senate highway bills but did not deliver to President Donald Trump the legislation during the 116th Congress. The Highway Trust Fund's woes linked to the 1993 fuel tax rate continue to loom over policymakers, and the matter of updating the country's highway law was pushed to September 2021.

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ATA'S NEW CHAIRMAN SHERRI GARNER BRUMBAUGH: AN INSPIRING LEADER FOR WOMEN

The following article originally appeared in Transport Topics, November 2, 2021, Eric Miller

As a youngster, Sherri Garner Brumbaugh loved hanging around her family's trucking business. She kept tabs on the company's black trucks, keeping them clean and checking tire pressure. She even mowed the lawn. And she especially looked forward to riding shotgun on Friday night freight deliveries with her dad.



Sherri Garner Brumbaugh by John Sommers II for Transport Topics

As a youngster, Sherri Garner Brumbaugh loved hanging around her family's trucking business. She kept tabs on the company's black trucks, keeping them clean and checking tire pressure.

She even mowed the lawn. And she especially looked forward to riding shotgun on Friday night freight deliveries with her dad.

But in adulthood her first love was teaching, a path she followed until family — and the family business — called to her. While she'd had thoughts of someday returning to the classroom once her three sons were grown, or maybe even moving her family away from the small northwest Ohio city of Findlay to "where the action is" in the state capital of Columbus, fate sent her on a detour, one that put her on the road to becoming a successful trucking executive and, now, to the top rung of trucking industry leadership.

On Oct. 28, Garner Brumbaugh, president of Findlay-based truckload carrier Garner Trucking Inc., was installed as the 76th chairman of American Trucking Associations during its 2020 Management Conference & Exhibition, held virtually due to the coronavirus pandemic.

She is just the second woman in ATA history to reach the trade organization's top leadership post; in 2010, Barbara Windsor, president of Hahn Transportation Inc., was named ATA's first female chairman.

Those who know Garner Brumbaugh said she is a dynamo who brings to ATA not only a breadth of trucking know-how, but also a varied life experience rooted in service to her community, uncompromising integrity, Midwestern grit, passion, a sense of humor and a competitive spirit.

"She's a closer. She's dogged," said ATA President Chris Spear. "Don't underestimate her."

Indeed, her natural business acumen has served her well since taking over leadership of the family trucking business in 2008. While she may well have landed in the spot eventually, her move into the post was compelled by tragedy; she took over as president only months after her 69-year-old father, Vernon Garner, died from cancer in 2007.

When her father first fell ill, Garner Brumbaugh and her mother, Regina, ran the company together. But several months in, Regina turned over the business to her daughter. Garner Brumbaugh said her mother was a huge influence on her as a businesswoman, and was a trailblazer as a trucking company owner.

The time after her father's death was deeply sad and very challenging for Garner Brumbaugh, and also for the company's employees. But the staff viewed her as a natural fit to take the reins; a member of the family who grew up around the business. She is described as a textbook example of "The apple doesn't fall far from the tree." It's clear that she admired and learned from her father volumes about both trucking, and life, they said.

Still, it wasn't easy following in his footsteps; he'd successfully run the truckload carrier for decades, and was ATA chairman in 2002. Plus, she took over in the middle of the Great Recession; the years 2008 and 2009 were a very bad time for trucking, and a difficult time to be thrust into a new leadership role.

"Nobody in trucking was doing well," said James Husted, Garner's director of maintenance, a 33-year company veteran. "We were getting beat up every time we turned around."

At the time, freight was down, rates were falling, diesel prices were high and so was company overhead. Husted said the new boss quickly decided to replace some old trucks, which meant convincing bankers to trust her.

She also had to cut costs at the company, including the difficult decision to lay off staff. "She agonized over that," Husted said.

Despite facing those challenges, she weathered the storm gracefully, said Garner COO Tim Chrulski, whom Garner Brumbaugh calls her wingman.

"It's downright impressive," said Chrulski, who went to work for Garner as a truck driver 22 years ago.

Today Garner Trucking employs 100 drivers and has a fleet of 80 trucks and 360 trailers. It is a regional player, with trucks generally staying within 350 miles of home. The company's niche in the market is on-time service and being flexible, Garner Brumbaugh said.

As a longtime trucking leader who has for years been involved in ATA issues, she arrives at the chairmanship well-versed on critical industry issues, Spear said. She'll need little preparation to represent ATA during the congressional hearings, press conferences and nationwide trips to state associations, he said.

Spear noted it will be refreshing to have another woman lead the association. "We spent a lot of time in 2020 talking about diversity, and not just people of color. But let's talk about gender, about having more women in our workforce."

Among the issues Garner Brumbaugh said she will pursue include working closely with Truckers Against Trafficking and continuing the industry's push for legislation that would allow younger drivers — those from 18 to 20 years old — to drive trucks across state lines.

She also wants to be a role model for women and to help increase the number of female truck drivers and executives in the trucking industry.

Garner Brumbaugh is also a passionate driver advocate.

"It took a toilet paper shortage during the pandemic, for goodness' sake, for the public to realize how important truck drivers are," she said.

Her employees said she's usually the last person to leave the office each day, and then goes on to spend countless hours volunteering her time for community needs.

Over the years, Garner Brumbaugh has been a member of the board of trustees for the University of Findlay, a board chair of the local chamber of commerce, secretary of the local Humane Society, immediate past president of the Boy Scouts of America/Black Swamp Area Council, a committee member for the American Heart Association's Heart Walk, chair of the Community Foundation, chair of the Hancock Properties Board and a board member of the Truckload Carriers Association and the Ohio Trucking Association.

"I don't know how she does it all," said Mackenzie Melton, Garner's recruiting specialist. "I would have to say, she's a superwoman."

Her three sons — Zac, Ben and Jon — would agree, but at the same time admit they don't really know how she finds the time to run the company, help the community and still spend time with the family.

"Let me tell you, I don't think anybody knows how she finds the time to do that," said her son Jon, 21, who is studying aerospace engineering at the University of Alabama in Huntsville.

Jon said his mother has passed down her community values to all her sons. "We're proud of her and I know her community is proud of her as well."

"She's definitely a real community leader, involved in all sorts of things," said Zac, 27, an IT consultant who recently moved back home to Findlay from Cincinnati to be closer to family. "She's always been able to stay connected to home and also run a business. I'm incredibly proud of the way she conducts herself and helps the community. But she's still my mom."

Her son Ben, 25, Garner's shop foreman and parts manager, said he has always been impressed with how his mom managed the company during the recession.

"If you can get through those couple of years, you can get through anything," he said.

While he said his mother has always been fair with him and his brothers, she was bit of a disciplinarian. "She wasn't afraid to get the wooden spoon out. That's for sure," he joked.

Garner Brumbaugh, 57, works out an hour or two every morning in her home gym before starting her workday. “You’re no good to anyone if you don’t take care of yourself,” she said.

The new chairman has an extensive background in music — an interest that was evident back in high school, said Donna Walker Ridenour, her friend since the fifth grade.

“In high school she drove around in a multicolored van — red, orange, yellow and green — her version of the Scooby-Doo ‘Mystery Machine,’” Walker Ridenour said.

At the time Garner Brumbaugh needed the van to tote her drums to gigs with a local pop band. “Not only does she play the drums, she’s really good at it,” Walker Ridenour said.

After graduating from high school, Garner Brumbaugh left Findlay for Columbus and graduated in 1986 with a bachelor’s degree in music education from The Ohio State University. While at Ohio State she played drums in the university’s prestigious marching band. She then returned home and did a teaching stint from 1986 to 1991. She went on to obtain her master’s degree in education from Bowling Green State University in 1993.

From 1993 until she took over as president of the company in 2008, Garner Brumbaugh raised her three sons while working in accounting, operations and overseeing Garner’s computer systems, as well as doing special projects for her father.

“I’m an educator by trade, and a trucker by heritage,” she said. But Garner Brumbaugh said trucking is a challenging industry.

“It changes so fast. The competition is really, really tough, especially in the truckload space,” she said. “The expense for the trucks, the financing part of trucking, the litigation, the regulatory — it’s all tough.”

But she said one of the reasons for her success is that she is “fiercely competitive.” “I hate to lose,” she said.

She admits to being a Type A personality. “One of my salesmen once told me, ‘Sherri, you’re like a snapping turtle — you snap on and don’t let go,’” she said.

But that drive is accompanied by fairness and a soft demeanor.

“You never have to worry about where she stands,” added Husted, the company’s maintenance director. “Right, wrong or indifferent, she’ll always listen to you. She doesn’t come to you and say, ‘This is how it’s going to be, and that’s it.’”

“Sherri is extremely passionate at what she does, the business she’s in and the people she works with,” added Thomas Balzer, president of the Ohio Trucking Association. “She is one of those who definitely holds you accountable to what needs to be done. But Sherri is a Type A — with empathy.”

David McCorkle, founder of McCorkle Truck Line in Oklahoma City, was a close friend of Garner Brumbaugh’s father and has known the new chairman since she was a kid.

“She’s a strong leader,” McCorkle said.

He lauded her for “going through the chairs” on her way to becoming an ATA chairman.

“For her to stick with it and do this says a lot about her dedication and her interest in it,” McCorkle said.

“Sherri is enthusiastic,” added Katherine Fell, president of the University of Findlay. “She does her homework. She works really hard. She’s supportive of our students. I would say she’s an exemplar of being involved, philanthropic and supportive leadership.”

Garner Brumbaugh said men mostly have been respectful toward her and she feels comfortable being a woman in a male-dominated industry.

“But I have always felt I needed to know my stuff, know what I am talking about when I speak,” she said. “I have always felt I needed to be over-prepared because you never know if there’s someone in the crowd who’s going to scrutinize you as a woman.”

The new chairman said she loves to travel and is looking forward to visiting truckers across the country.

But the woman who is the new public face of trucking for nearly all of her life has lived on the same 27-acre property just north of Findlay that originally was owned by her parents. About four years ago, she and her husband of 30 years, Jerry Brumbaugh, built a new house on the property. Garner Brumbaugh loves living in Findlay, a small city of about 40,000 residents.

“The corn is about 12 feet tall,” she said, looking out the window of the family’s business headquarters during a recent interview. “The beans are knee-high.”

Jerry Brumbaugh, a retired tire company worker, said his wife is a highly motivated woman who gives 100% to everything she does.

“She even gets out in the woods and runs the log splitter, mows, pulls the weeds and takes care of the flowers,” he said.

Garner Brumbaugh recently added a new pursuit to her long list of activities; she recently agreed to go trap shooting with her husband and sons to spend more time with them.

“I gave it a try and now I’m hooked,” she said. “Most girls like diamonds for Christmas, which is lovely. But this Christmas, I told Jerry I want a trap gun.”

Taking on this new hobby brings together the things she said are most important in life — her faith, family and her work.

“I don’t know how you walk through life without your faith, and I want to see my dad again someday,” she said.



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Scholarship Winners

Faith Clark

My name is Faith Clark and I am a Senior at Davies High School in Fargo, ND. I have relation to the trucking industry through my stepfather Chris, who is the president of Holland Enterprises in Mapleton, ND. I come from a pretty large family and have three sisters who are still in school. At my school, I am involved in many clubs such as the Student Council, FCA, Key Club, Spanish Club, and NHS. Beyond these, I participate in both Varsity Track and Cross Country. I am inclined to be involved wherever I am, and hope to do the same in my postgraduate life. In the next year, I will be working towards a degree in International Business and hopefully go on to Law School after that. I am honored to be a recipient of this scholarship, and it makes me all the more excited about my academic and professional endeavors in the future. I thank you endlessly for your support!



Congrats to all!



Harrison Stockeland

Hello readers!

My name is Harrison Stockeland and I was proud to be the recipient of a scholarship from the NDMCA this fall!

I enjoy traveling and exploring new places and meet new friends! In my high school years I won an essay contest, granting me a trip to Washington, D.C. where I was able to meet our state's legislators and representatives.

I've been a part of the Grand Forks Knightriders swim team since seventh grade and was voted captain by my teammates this past year, an accomplishment I am very proud of. In my spare time I enjoy sailing (in the summer) and reading biographies.

I am familiar with trucking through my dad Jim Stockeland's work at Britton. I am looking forward to a possible upcoming internship with TCA where I will be able to represent North Dakota trucking and transportation.

I plan on attending Liberty University Online and majoring in business with a minor in political science.

Grace Bachmeier



My name is Grace Bachmeier. I grew up on a ranch in Granville, ND, with my parents and three older brothers. Here I started a commercial cow/calf operation and raised registered Nubian goats. Throughout high school I was involved in many extracurricular activities including 4-H, FFA, Honor Society, Student Council, Acalympics, Science Olympiad, Band, Choir, Basketball, Volleyball, Track & Field, and Cross Country. Within these activities I have held several officer positions including president, vice president, and treasurer. I also was active in my church and attended youth group. I graduated from the TGU Granville High School in the class of 2019 as valedictorian. After graduation, I attended Valley City State University where I studied health science and ran for the Viking's Cross Country and Track & Field teams. In the summer of 2020, I was accepted into the NDSU Sanford's class of 2023 Nursing program. I am currently a member of the Multicultural Club and Nursing Student Association, as well as an ambassador for the College of Health Profession at NDSU in Bismarck.

My affiliation with the trucking industry began long before I knew what trucking stood for. My grandmother and mother opened the Minot location of Jobbers Moving & Storage where I spent many days as a young girl watching them work in the office. When I was a junior in high school, my mother was offered the position as head manager of the sister companies Jobbers Moving & Storage and Roger Ward Moving & Storage. This is when my employment with this industry began. In the summer of 2018, I was offered a job at Roger Ward Moving & Storage where I helped pack, load, deliver, and unload many different shipments. In August of 2020, I moved to Bismarck to start my sophomore year of college and am also currently employed with Jobbers Moving & Storage.

NORTH DAKOTA LEGISLATURE – A GUIDE ON HOW TO GET INVOLVED

North Dakota’s legislative process is intended to involve the public. Even though we are represented at the Capitol during the legislative session, by our elected officials, the legislature wants to hear how an issue might affect you as a citizen; positive or negative. North Dakota’s legislature is a citizen legislature, and they meet for a total of 80 days every odd numbered year to accomplish the work of the people.

North Dakota’s legislature is exceptionally transparent when compared to other states in the country. Every bill that is introduced by a legislator, receives a committee hearing, committee vote, and a vote by the full House or Senate, which is all accessible by the public. Due to the pandemic, this legislative session will go one step further and the entire process will be streamed live online. Individuals can also testify virtually.

Attending a Hearing and Testifying

The North Dakota Legislative Council webpage at legis.nd.gov is the best public resource for the legislature. Here you will find hearing and floor session schedules, bill drafts, and the live streaming options.

Before the Hearing

- Find out when and where your bill will be heard. Usually, public testimony is heard during the first hearing and once a hearing is closed no further public testimony is taken.
- If you plan to testify, written testimony is usually needed. If attending in person, be sure to provide enough copies for the legislators in the committee and some extras for the clerk. If testifying virtually, you will need to submit your testimony online at least one hour before the hearing starts.
- Coordinating with others that might be testifying on the same bill is helpful but not necessary. This will limit duplication of information and ensure the correct message is conveyed to the committee.
- If testifying on behalf of someone other than yourself, you will need to register with the Secretary of State as a lobbyist.

At the Hearing

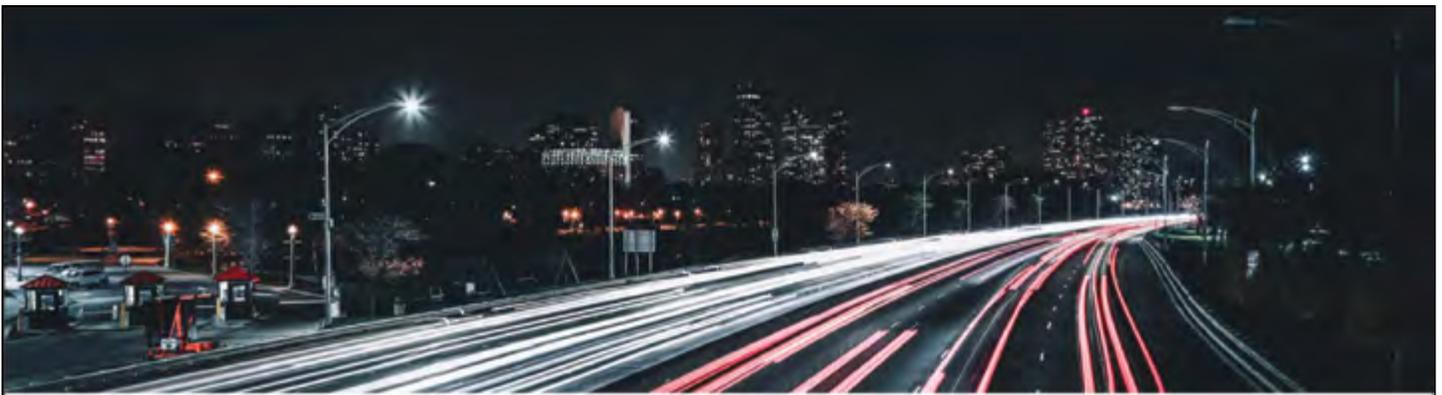
- Be present at the start of the hearing. In-most cases everyone will be able to testify but the chairman may cut it short for high volumes of people. In consideration of the virtual option more individuals are likely going testify than normal. Limited amounts of people will be allowed in the committee rooms due to the pandemic. If you do not have a chance to speak, the people in the room and on-line might be asked to indicate if they are in support or opposition of the bill. There is always the option to submit written testimony only. This is true in-person and on-line.
- At the beginning of the hearing the chairman will call the committee to order and start the hearing for the particular bill. The clerk will read the bill heading and the first speaker to introduce the bill is normally the primary bill sponsor. The chairman will then ask for testimony, first from proponents, then opponents, and lastly neutral testimony from State agencies if needed.

- When it is your turn to testify stay calm and be conversational, Legislators truly want to learn about your position on the bill. Be brief and concise with your information. Try not to repeat other testimony or be too technical.
- Start your testimony by addressing the chairman and then the committee, your name, and why you are testifying on this bill. Example: “Mr. or Madam Chairman and members of the committee my name is Joe Public, from Bismarck and I am here in support of this bill.” This process is not necessary but is customary.
- Expect comments and questions from committee members. Answer questions by addressing the chairman and committee the same as during testimony.

After the Hearing

- After the hearing is closed the committee will continue to do committee work. This is when amendments are considered, committee discussions, or other information is gathered before they take a committee vote to recommend support or opposition to the bill. Committee work can happen during any free time of the committee. All committee work is public and can be found on the Legislative Council webpage. The committee clerk or your legislator are good resources as well.
- After the committee votes on a bill, it is sent to either the House or Senate for a full vote with the committee’s recommendation. If the bill is passed by the House or Senate, it goes to the other chamber to repeat the process.
- Bills voted on and passed by both chambers are sent to the Governor for signature or veto. If a bill is voted down in either chamber it will not be sent to the governor and does not become law.

January 5th	Session Begins
January 18th	Deadline for Representatives to introduce bills
January 25th	Deadline for Senators to introduce bills
February 26th	Crossover
April 30th	End of the session – 80th day



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2021 Events Calendar



Virtual Half-Day Trainings

March 16 & 17

DAY 1: Pre/Post Trip Inspections & Annual Vehicle Inspection Training

DAY 2: Agribusiness Regulation Compliance

April 6 & 7

DAY 1: New HOS, Understanding CSA, Motor Carrier Enforcement & Post-Crash Inspections

DAY 2: Reducing Liability and Growing Safety in the Trucking Industry

June 5 – Fargo



8:00 AM: Competition - NDSCS
6:00 PM: Social - Delta Hotel
7:00 PM: Supper & Awards

July 13 – Fargo

TRAINING:

What to Expect When You're Expecting...
A Safety investigation

**may shift to virtual offering*

The seminar will take a carrier thru the Safety Investigation process, from the initial contact to the closeout meeting including documentation and FMCSA portal access.

September 14-16 – Grand Forks

ANNUAL CONVENTION & FOUNDATION GOLF TOURNAMENT

Alerus, Canad Inn, & King's Walk Golf Course

This 76th annual convention provides an opportunity for members and transportation stakeholders to network and enjoy education sessions.

October 19 & 20 – Fargo, 26 & 27 – Bismarck

November 16 & 17 – Virtual

TRAINING:

DAY 1: DOT Compliance and Safety Seminar

DAY 2: Annual Vehicle Inspection & Maintenance Seminar

DAY 1: Designed to provide a comprehensive review of FMCSA regulations and how to prepare and expect during an audit.

DAY 2: Overview of what is needed to perform the required annual inspection.

For more information, or to register, visit ndmca.org.



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