

LEARNING

Curve

Volume 7, No. 1
Spring 2006

NETWORKING THE FINEST EDUCATIONAL RESOURCES IN THE TRUCKING INDUSTRY

Featured School

Delaware Technical & Community College

Since its simple beginnings in 1971, the Commercial Transportation Program at Delaware Tech's Owens Campus in Georgetown has evolved to include a nationally certified curriculum that features small classes, individual attention, and flexible scheduling choices to meet students' needs.

In its early years, students attended a five-week series of classes held in a variety of settings, including a converted passenger bus. Training equipment was limited.

The program's current educational facility, located at the Sussex County Industrial Airpark, consists of a modern classroom building and computer lab, faculty offices, storage areas, supply garage, and fuel station. The fleet of vehicles includes conventional and cab-over diesel tractors; dry van, refrigerated, and flatbed trailers; and options such as electronic window and mirror controls, tilt/telescope steering wheels, cruise control, weather band radio, and global positioning systems (GPS) technology.

Students typically receive 55 individual hours of behind-the-wheel driving experience in light, medium, and high-density traffic and on a spacious private training range. The curriculum totals 300 hours of classroom study and practical, hands-on experience and are certified by the Professional Truck Driver Institute.

The 12-credit certificate program comprises seven classes covering vehicle systems, basic control principles, basic and advanced road driving practices, range driving, defensive and extreme driving principles, and rules, regulations, and paperwork. A 30-credit diploma option for students who plan to advance into management or admin-



Delaware Tech Commercial Transportation Instructional Coordinator Chris Antonik (in truck) and students Patrick Fleury-Charles (left) and James Lloyd (right) drove 2,700 miles in 60 hours to deliver relief supplies to Hurricane Katrina victims in September.

istration features additional classes in motor fleet safety, business studies, business math, computer applications, composition, and human relations.

"The separation of classes and units in our present curriculum allows students to receive the same nationally-certified program whether they attend on a full-time or part-time basis," says Instructional Coordinator Chris Antonik. "Since the program became PTDI-certified, our graduates have attained a 100 percent pass rate on the CDL exams. Most of them find jobs with local and regional employers, but about 25 percent choose long haul trucking."

The Owens Campus CT program was one of the original members of NAPFTDS in 1990, and involvement in industry-related

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Come to the National Convention 2006!

NAPFTDS: Training Tomorrow's Drivers Today



2006 Convention planners — Phil Steinkamp, Martin Garsee, and Dave Terry.

Nashville, TN, a center for southern hospitality, will have its welcome mat out for NAPFTDS members from March 29-April 1. Hosting the convention, the downtown DoubleTree Hotel is in walking distance of the State Capitol; nearby are the Grand Ole Opry and other historic buildings.

As Convention Co-Chairs, **Phil Steinkamp, Martin Garsee, and Dave Terry**, contemplated the important work that the progressive member schools are involved in each day, it did not take them long to arrive at this year's theme — "NAPFTDS: Training Tomorrow's Drivers Today."

Presenters, with years of practical experience, will bring meaning to this theme. An official from FMCSA will offer the latest update on rules and regulations that impact truck driver training — now and into the future. **Ray Kuntz**, CEO from Watkins & Shepard Trucking in Montana, will focus on today's driver shortage, partnerships with schools, and the need for quality training. Members of the Motor Carrier Roundtable will discuss what the carriers need from tomorrow's drivers. See the agenda in this issue for more convention features.

To register or be a sponsor for this event, please complete the form inserted in this issue. *Note: March 13 is the cut-off date for the hotel group rate.* The tentative agenda follows.

See Page 2 — **National Convention**

TENTATIVE AGENDA

Wednesday, March 29

2:00-5:00 p.m. **Vendor Set-Up**
5:00-6:30 p.m. **Board Meeting, Convention Registration, Vendor Displays**
7:00-9:00 p.m. **Reception: Welcome to all attendees!**

Thursday, March 30

8:00-8:30 a.m. **Registration, Continental Breakfast, Vendor Displays**
8:30-9:30 a.m. **NAPFTDS President's Welcome & Introduction of Attendees**
9:30-10:15 a.m. **NAPFTDS: What is Happening within the Organization Today**
10:15-10:45 a.m. *Break & Vendor Displays*
10:45-12:00 p.m. **FMCSA Update — Questions & Answers: FMCSA Official**
12:00-1:00 p.m. *Lunch & Vendor Displays*
1:00-1:15 p.m. **Open Nominations of Board Members**
1:15-2:30 p.m. **Carrier Roundtable: Strengthening Relationships between Schools & Industry**
2:30-3:00 p.m. *Break & Vendor Displays*
3:00-4:15 p.m. **Carrier Roundtable continues — Questions and Answers**
4:15-4:30 p.m. **Finish Board Nominations**

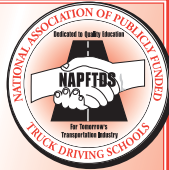
Friday, March 31

8:00-8:30 a.m. **Registration, Continental Breakfast, Vendor Displays**
8:30-9:15 a.m. **Board Nominee Presentations and Vote**
9:15-10:30 a.m. **Brief Vendor Presentations**
10:30-11:00 a.m. *Break & Vendor Displays*
11:00-12:00 p.m. **Overview of the Latest Technology: Its Impact on Truck Driving Schools & Industry**
12:00-1:00 p.m. *Lunch & Vendor Displays*
1:00-2:00 p.m. **Tomorrow's Truck Drivers - Recruiting & Educating: Ray Kuntz, CEO, Watkins & Shepard Trucking**
2:00-2:30 p.m. *Break & Vendor Displays*
2:30-4:30 p.m. **Break-Out Sessions: Topics Relevant to Everyday Program Operations**
6:30-9:00 p.m. **Reception & Recognition Banquet**

Saturday, April 1

8:00-8:30 a.m. **Continental Breakfast, Vendor Displays (optional)**
8:30-9:30 a.m. **Past Presidents' Panel: Marketing the Value of Your Program to Your School Administration**
9:30-9:45 a.m. *Break*
9:45-10:45 a.m. **Past Presidents' Panel continues**
10:45-11:15 a.m. **Membership Evaluation of Convention**
11:15-11:45 a.m. **Closing**
11:45-1:00 p.m. **Board Lunch**
1:00-3:00 p.m. **Final Board Meeting**

We Welcome Each Sponsor to our 2006 National Convention



Your contribution includes space for a display booth. See Registration Form in this issue or contact **Chuck Collins, call 920-739-9786**

President's Message

Bill Fath



I'm looking forward to a terrific National Convention on March 29-31 and April 1. We'll gather in the heart of downtown Nashville at the newly renovated DoubleTree Hotel. Remember, the cut-off date for the hotel group rate is **March 13. Dave Terry, Phil Steinkamp, and Martin Garsee** are building a dynamic, yet practical agenda around the theme, "NAPFTDS: Training Tomorrow's Drivers Today."

Our Association's Membership Project, which began this past year, is off to a good start. Each NAPFTDS member plays an important role in this special effort. Simply explain the merits of our national Association to non-member public schools in your region — and to new schools starting truck driver-training programs. Our goal is to enroll EVERY publicly funded truck driving school in America — and to welcome new Associate Members.

Since my two-year term expires in March, this is my final message to you as President of NAPFTDS. It has been a privilege to serve as President of an Association that is made up of so many wonderful people and top-notch schools. I hope to continue to play a part in legislative decisions that impact our schools, and I will be willing to continue to provide input and direction to our Board.

Our Association is very fortunate to have **Arlene Kirby** from the College of Southern Maryland taking over the Presidency in March at our National Convention. We have time from now until the convention to think of a new member to serve on the Board, and someone who is already on the Board to be nominated for Vice President.

Remember, through membership participation, we have had an impact on training decisions made by organizations such as the American Trucking Association, Driver Training Alliance, the American Association of Motor Vehicle Administration, the Professional Truck Driving Institute, and the Truckload Carriers Association.

I encourage everyone to become involved in our association's decision-making process, so that we (NAPFTDS) can impact driver safety in the future. Working together we can make a difference.

Thank you, and I'm looking forward to seeing you ALL at the National Convention in Nashville. Register either online or with the registration form provided in this issue of the *Learning Curve*. Finally, be sure to read the conference reports from Regions #6 and #1 in this issue. Attending these conferences (especially) and reading these reports are helpful for those who will not be able to attend the National Conference. (Reports also appeared in the winter *Learning Curve*.)

Featured School — from Page 1

activities is still a factor in its success. In 2004, its collaboration with the Delaware Division of Motor Vehicles, American Association of Motor Vehicle Administrators, and the U.S. Department of Transportation helped develop a new CDL pilot testing program.

Later that year, Antonik and his instructors and students were selected to participate in SimVal Phase I, a study to develop and test simulator training scenarios for entry-level tractor trailer driving students. Partners for the study included the Virginia Tech Transportation Institute, the Federal Motor Carrier Safety Administration, and PTDI.

"We can't achieve these distinctions by

ourselves," Antonik notes. "Partnerships with other institutions and agencies along with the support of our advisory committee and administration help keep Delaware Tech's Commercial Transportation Program on the cutting edge for the benefit of our students and the transportation industry. What my instructors and I try to keep in mind is that we're not just training truck drivers, we're giving people hope and helping them reach their goals."

For more information, contact Delaware Technical & Community College, Owens Campus, P.O. Box 610, Georgetown, DE 19947. Call 302-856-4655 or visit www.dtcc.edu/owens/truck.

Regions Hold Informative Conferences

What: Region #1 Conference

Where: Bates Technical College, Tacoma, WA

When: Dec. 8-9, 2005

Speakers/Presenters: Included **Roger Bell**, Haney Truck Line; **Tom Anderson**, Interstate Distributor Co.; **Kris Manning**, Exec. Dean of Instruction, South Campus; **Sally Cofchin**, Exec. VP of Instruction; and **Dr. David Borofsky**, President, all from Bates College; and **Linda Nodland**, CWX.

What was Discussed: Roger Bell had this to say: "All of the speakers were interesting and had strong transportation messages that were useful in relating to common industry problems. I especially appreciated the comments of Bates President Dr. Borofsky. He set the tone for the conference with his comments on open and honest communication and recognition of employees as being the skills that we must all hone if we are to be successful in the future as schools and employers." Another participant, **Philip Hilty**, Shell Oil; was pleased with Dr. Borofsky's discussion about the challenges that training institutes face as vehicles become increasingly electronically sophisticated, onboard communications are high-

tech, and safety is of paramount concern. "Therefore, the linkage between education and industry is critical, and communication must be fostered at every opportunity. I believe this NAPFTDS conference helped to do that."

Notable: Tom Anderson commented that having students participate was a refreshing addition. He also noted that a panel of former students was also informative. "I thought it was the best regional I've been to," Anderson stated. Westphal thanked the following: Washington State Patrol; Washington Trucking Association; Federal Motor Carrier Safety Administration; numerous carriers and industry vendors; BTC management, faculty, and staff; and **Wendy Herington**, Admin. Asst. to the Exec. Dir. "for her continued support and hard work on these types of projects."

Submitted by: Wade Westphal.

What: Region #6 Conference

Where: Sandersville Technical College, Sandersville, GA

When: Dec. 1-2, 2005

Speakers/Sponsors: **Leslie Spurlock**, Federal RR Administration; **Thomas**

Thurman, FMCSA; **Roy Williams** and **Dr. Lloyd Horadan**, Sandersville Technical College; **Dr. Debbie Dowdy**, former VPI at Sandersville Tech; **Robert McClanahan** and **Chuck Collins**, NAPFTDS; **Kent Price**, GearMaster; and additional sponsors, Byrnes and Associates; Covenant Transport; Doron Precision Systems; J.J. Keller; McElroy Truck Lines; Roehl Transport; USA Trucks; and Werner Enterprises.

What was Discussed: Seminars included demonstration of the Gearmaster; information on random drug testing and hours of service from the FMCSA; and recognizing different personalities in teaching adults.

Notable: One of the most popular events was the speaker from the Federal Railroad Administration, who arranged for everyone to ride in the engine of the local railroad. CTD programs from Georgia, South Carolina, Texas, and Oklahoma, were represented at the two-day event. As a follow-up to the conference, **Ed Barnes**,

Educational Resources Coordinator for the Georgia Department of Technical and Adult Education, initiated an e-mail to the Presidents of the 23 Georgia schools that offer truck driver training, encouraging all of them to join NAPFTDS.

Submitted by: Dale Anderson.

NAPFTDS School Earns \$1.6 Million Grant from Department of Labor

The Commercial Vehicle Transportation program at Hagerstown Community College (HCC) was notified last fall that it was the recipient of a \$1.6 million dollar grant from the U.S. Department of Labor Employment & Training Administration. Located in Hagerstown, MD, HCC's CVT program is an essential provider of Class A drivers to an area densely populated by transportation companies.

"With this three-year grant, we expect that our truck driver program will expand and put more well-trained drivers on the road," said **Tammy Smith**, the Commercial Vehicle Transportation Program Manager at HCC. Smith explained that she first heard about the Department of Labor grant opportunity at the NAPFTDS 2005 National Convention in Las Vegas.

Tom Hooper from the Department of Labor, Employment and Training Administration was a guest speaker, addressing special initiatives for high job growth areas, with emphasis on the transportation industry. It sounded like an outstanding opportunity so when the call for proposals was announced, HCC was ready.

The focus of HCC's proposal was community-based job training with an emphasis

on commercial driver shortage. All of the elements necessary for a sound proposal were already in place — commitment, partnerships and critical need. For HCC, commitment from local industry had always been strong: The program was actually started when, in 1995, industry leaders had approached the college with a need for drivers. Volvo Powertrain of North America provides housing for the program, and training equipment is donated by local trucking companies. HCC also had formed strong, long-term, education and training partnerships with the public school system and local agencies.

The critical need for commercial drivers is evident on a national level, but HCC made sure it addressed the local need. Hagerstown has historically been known as the "hub city" within a tri-state transportation center that offers access to major cities on the Atlantic Coast. The intersection of I-81 and I-70 facilitates distribution to more than 50% of the nation's population by overnight truck. This network of roads has made this region a magnet for trucking and warehousing facilities, all of which report a severe shortage of drivers.

With all of the elements in place, HCC's President and strong proponent of the CVT program, **Dr. Guy Altieri**, contracted a grant writer to pull everything together for the proposal. Support for the project was further endorsed politically by Maryland State Senators and Congressmen.

Through receipt of the DOL grant, and working partnerships, the CVT program will be able to realize its potential to serve local industry needs. The project plan includes many improvements that will benefit students and the transportation industry for the three-year grant period and beyond.

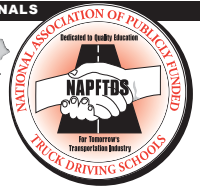
With gratitude to Tammy Smith who submitted the information for this article.

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Below are the revised rules and penalties that are pertinent not only to all CDL holders, but also to our students and staff in our public schools. You will want to make sure your students are aware of these revised CDL disqualification rules and consequences. Also, you'll want to **remind your students to think about the penalties the next time they speed, drive recklessly, or simply follow another vehicle too closely while driving ANY TYPE OF VEHICLE.**

From Baldwin & Lyons, Inc., The Quill, October, 2005

As of September 30, 2005, all states are now required to implement the revised Commercial Driver's License (CDL) Disqualification Rules and Penalties, as found in 49 CFR Subpart D, Sections 383.51 — 383.53, which were issued on July 31, 2002 with an effective date of September 30, 2002. The revised rules require all states to disqualify drivers for offenses committed IN ANY TYPE OF VEHICLE, including personal cars and pickups. In some situations, drivers could lose their CDLs for the rest of their lives. At the time the revised rules were issued, states were given three years (until September 30, 2005) to implement the changes. Check with individual states to determine when the rules were implemented in each state.

Major Offenses

The following offenses committed IN ANY TYPE OF VEHICLE could result in the disqualification of the driver's CDL for one year after one conviction or up to life after two convictions:

- Being under the influence of alcohol or a controlled substance,
- Refusing an alcohol test,
- Leaving the scene of an accident, or
- Using a vehicle to commit a felony.

Other major offenses include:

- Driving a commercial motor vehicle (CMV) with an invalid license, or
- Causing a fatality through the negligent operation of a CMV.

Serious Traffic Violations

Being convicted of two or more of these serious traffic violations IN ANY TYPE OF VEHICLE within a three-year

period could result in a CDL disqualification for 60-120 days if the state revokes, cancels, or suspends the driver's driving privileges:

- Speeding excessively, involving any speed of 15 mph or more above the posted speed limit,
- Driving recklessly, as defined by State or local law or regulation,
- Making improper or erratic traffic lane changes,
- Following the vehicle ahead too closely, or
- Violating a State or local traffic control law in connection with a fatal accident.

Other serious traffic violations include:

- Driving a CMV without obtaining a CDL,
- Driving a CMV without a CDL in the driver's possession, or
- Driving a CMV without having the proper class of CDL and/or endorsements.

Some Old Rules Still Apply

As under the old rules, CMV drivers can also be disqualified for the following:

- Committing railroad-highway grade crossing violations while operating a CMV,
- Violating out-of-service orders, or
- Driving a CMV in a manner determined to constitute an imminent hazard.

Another change: drivers will no longer be able to get convictions removed from their driving records. Under the revised rules, states will be prohibited from masking, deferring judgment, or allowing a driver to enter a diversion program that would prevent a conviction from appearing on the driver's record, no matter which state the offense occurred in. The rules state that "any disqualifications imposed on the driver must be transmitted by the FMCSA to the jurisdiction where the driver is licensed and must become a part of the driver's record maintained by that jurisdiction." (Refer to 49 CFR 383.52(d).)

In addition, remember that the Drivers' Disqualification Rules and Penalties state that "an employer must not knowingly allow, require, permit, or authorize a driver who is disqualified to drive a CMV." (Refer to 49 CFR 383.51(a)(2).)

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