

LEARNING

Curve

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Spring 2005

NETWORKING THE FINEST EDUCATIONAL RESOURCES IN THE TRUCKING INDUSTRY

Featured School

Lewis-Clark State College

There are lots of exciting things going on these days at Lewis-Clark State College.

The Lewiston, Idaho-based truck driver training school recently bought 60 acres of land that it will use to construct a new skid pad facility.

The facility will be patterned after the skid pad at Chippewa Valley Technical College in Eau Claire, WI. The 70,000 to 80,000 square-foot skid pad will be flooded with water so drivers can practice what to do to stay out of a skid.

"It will be an opportunity for them to find out what happens," said **Dave Watson**, one of five instructors at the school.

Local fire departments, ambulance providers, and others, will also train at the regional facility. The pad is just one of a long line of driver training opportunities at Lewis-Clark. "We're a three-week school so it's very intense. We get students in a truck on the first or second day," Watson said.

In line with its 160-hour, three-week training, Lewis-Clark focuses on cutting to the chase by asking that new students complete their DOT physical and have a clean Motor Vehicle Report (MVR) before starting school.

Lewis-Clark stresses safety, and it offers different types of terrain that test students' ability to drive at different elevations. "It's exciting for students," said Watson about the Lewiston area. "We're in the lowest spot in Idaho, so anything else is uphill. It really builds students' confidence to come down (a hill) safely."

These aren't the only unique aspects about Lewis-Clark. According to Administrator **Brent Studer**, the school is working with its state Department of Corrections to train inmates for

truck-driving jobs after their release. Lewis-Clark does "pre-hiring" to make sure the individual will be an eligible hire later on. The school also speeds up training by offering a good deal of instruction while individuals are still incarcerated.

"We don't want to put bad people on the road. These are people who made a bad decision," Watson said. "We're able to get them a job two weeks after

their release because a lot of the training is beforehand."

The incarcerated population isn't the only truck driving pool that Lewis-Clark is tapping into. With an enrollment that's 35% female, the school views the gender issue as an untapped resource. "The wages are identical, it's a good, clean job and students appreciate that we have female instructors as it helps them feel more comfortable," Watson said. (Other instructors are **Marcia Ellison, Renee Huffaker, Dan Goin and Todd Hardisty**.)

Lewis-Clark has undergone a lot of changes since it took over the former Swift Co. truck-driver training school in 1999. Probably the only change it doesn't view as positive is the pending Haz Mat ruling that would add \$80 to the school's costs for background checks (for fingerprinting). But even that isn't all bad. "I don't see it as a huge deterrent," Watson said, about the increased cost for background checks.

"Somebody doing something illegal isn't going to come forward. I don't see it as a bad thing for the industry though. We don't want bad drivers, either so I see it as a two-edged sword."

For more information, contact Lewis-Clark State College, 1920 3rd Ave. North, Lewiston, ID 83501; (208) 792-2225; Fax: (208) 792-2680



National Convention Set For March 7-9

Celebrating 15 Years of Growth!

The Flamingo Hotel, in downtown Las Vegas, hosts the 15th Annual NAPFTDS Convention. Besides its 77,000 square-foot casino, the classic landmark offers a tropical paradise with water slides, waterfalls, and lush plants and trees. And NAPFTDS is offering a powerful agenda of timely topics, thanks to Convention Co-Chairs, Arlene Kirby and Don Hess.

Chuck Horan, FMCSA, Chief Enforcement Officer, leads a list of presenters. His focus: 'What's New' in rule changes. A representative from the Department of Labor and Licensing then presents information on the President's High Growth Job Training Initiative: Transportation Workforce Solutions. Two presentations, Marketing your Program and Creative Funding Options, promise to draw interest. A Carrier Round Table features industry leaders discussing partnerships with schools, industry needs, and new technology. Members also have a chance share their practices in a Member Round Table. See the agenda on the next page for additional offerings.

To register or be a sponsor for this event, please complete the form inserted in this issue. Note: February 16 is the cut-off date for the hotel group rate.

See Page 2 — *National Convention*

In This Issue

- ◆ Blood Pressure Guide Lines
- ◆ President's Message
- ◆ Region 2, 4 & 7 Conferences
- ◆ New Requirements
- ◆ Membership Projects

National Convention — from Page 1

Monday, MARCH 7

2:00-5:00 p.m. **Registration & Vendors Hall Opens**
2:30-5:00 p.m. **Executive Board Meeting**
6:00-8:00 p.m. **Registration: Celebrating 15 Years of Growth**

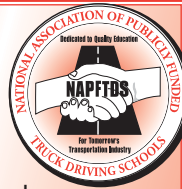
Tuesday, MARCH 8

8:00-8:30 a.m. **Registration: Continental Breakfast & Vendors Hall Open**
8:30-9:00 a.m. **NAPFTDS President's Address**
9:00-10:00 a.m. **Chuck Horan, Chef Enforcement Officer FMCSA: What's New**
10:00-10:15 a.m. **Board Nominations & Break**
10:15-11:30 a.m. **HGJTI: Transportation Workforce Solutions**
11:30-12:15 p.m. **Pros & Cons of Accessing Dollars through the President's High Growth Job Training Initiative**
12:15-1:00 p.m. **Lunch & Vendors Hall Open**
1:00-1:30 p.m. **Carol Colwell, Assis. Dir., Central Tech Transportation & Safety Education Maximizing the NAPFTDS Web Site**
1:30-2:00 p.m. **Chris Burruss, President TCA, TCA Update**
2:00-3:30 p.m. **Barb Holthaus, Foundation Director, John Wood Community College Creative Funding Options—Program & Students**
3:30-3:45 p.m. **Break**
3:45-4:45 p.m. **Carrier Round Table**
4:45-5:00 p.m. **Board Member nominees present**
5:00-6:30 p.m. **Vendors Hall Open**
6:30-8:00 p.m. **Reception & Dinner**

Wednesday, MARCH 9

9:00-9:30 a.m. **Continental Breakfast & Vendor Hall Opens**
9:30-9:50 a.m. **Ellen Voie, Executive Director, Trucker Buddy International**
9:30-10:15 a.m. **Executive Director Report**
10:15-11:15 a.m. **Randy Scheels, Dir. of Sales, Hightower Agency Marketing Your Programs**
11:15-11:30 a.m. **Election of Board Members**
11:30-12:00 p.m. **Lunch & Vendors Hall Open**
1:00-4:00 p.m. **Member Round Table Activity**
4:30-6:30 p.m. **Closing Board Meeting**

We Welcome Each Sponsor to our 2005 National Convention



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

President's Message
Bill Fath



It seems like every year flies by faster than the one before, so it should come as no surprise how quickly the NAPFTDS National Convention is coming up. It will be held March 7-9 at the beautiful Flamingo Hotel in Las Vegas. See the registration form inserted in this issue. Please keep in mind that Feb. 16 is the cut-off date to qualify for the hotel group rate. The convention has been planned well, and the agenda promises to provide very useful and practical information. The theme for this year's convention is Celebrating 15 Years of Growth!

Three reports from the Region Conferences appear in this issue of *Learning Curve*. (The other reports ran in the last issue.) I try to attend as many of the conferences as my budget allows, and I'm pleased I was able to get to a number of them. I wish to thank the host schools, coordinators, presenters, and vendors. It is because of their dedication that we are able to reach out to so many truck-driving instructors and support staff across the nation. Also, while we encourage every Association member to attend the National Convention, the regionals are a great way to stay on top of important issues for those unable to get to our national event.

Please note the summary of recent Federal rulings in the Rules & Rigs column. I feel that we face some challenges as a result of the implementation of the Patriot Act. The rules will definitely impact our students and schools so it's very important to stay on top of what's going on. I hope to see many of you in Las Vegas!

Membership Projects Spans the U.S.

Committee Seeks Your Help

Although its title may sound dull to many of us, the Membership & Retention Committee is indeed a lively one. Led by **Bob Weining, Russ Hildebrand, Don Hess, and Chuck Mosqueda**, and under the direction of Executive Director **Chuck Collins**, the committee is overseeing Phase I of the Membership Project, actively inviting all public truck driving schools in the nation to join as Full Members.

At a recent meeting, the Board of Directors gave the committee the go-ahead to appoint a captain for each state in the U.S. Each captain will:

1. Contact the non-members on his/her list to discuss the value of the Association, i.e., book discounts, *Learning Curve* newsletter, website access, professional growth opportuni-

ties (Region Conferences and National Conferences), networking with other schools, etc.

2. Notify Collins if the non-member would like to receive the NAPFTDS marketing folder.
3. Explain that the ideal way to apply for membership is online, by visiting the website at www.napftds.org
4. Complete an updated list of all the member and non-member schools in the state, including even the smallest schools that may have only one or two trucks; they may profit most by being members of the NAPFTDS. Captains are asked to email their input to katchuckco@aol.com

President Bill Fath emphasizes, "This project is truly a work in progress. New

schools are starting up continuously, and an up-to-date list of all U.S. schools will be an invaluable device for our Association. Then, maintaining the accuracy of this list will depend on our State Captains' continued input. We so appreciate the extra efforts of our volunteer Captains!"

Fath, along with the Board, extends special recognition to **Russ Hildebrand**, past Board member, who offered his services to make contacts in many states, obtaining info on public truck driving schools. Russ is a retired truck driving instructor at Fox Valley Technical College in Wisconsin.

But, help is needed from the entire membership. Collins is putting out an S.O.S. If a member knows if there are any — or no — public schools in the following states, please contact him by email or phone:

Membership Project — from Page 4

For information on advertising in the Learning Curve, contact **Chuck Collins**, call 920-739-9786

RULES & RIGs

New Requirements for 'H' Endorsement

As a result of the terrorist attacks on Sept. 11, 2001, the U.S. Patriot Act includes Federal changes to the requirements for obtaining a hazardous materials ("H") endorsement.

These changes will require a background check, fingerprinting, proof of citizenship or legal immigration status in order to obtain a Commercial Driver's License (CDL) with a HazMat endorsement. The changes will take place under the direction of the Transportation Security Administration (TSA) and the U.S. Department of Transportation (DOT).

Students enrolled in truck driver training programs, which do not yet have their CDL and who wish to obtain the "H" endorsement along with their CDL, must comply with these changes. After January 31, 2005, each state DOT will be in charge of the licensing process to assure compliance.

Present CDL holders, who wish to renew or transfer their HazMat endorsement, must

**With Gratitude To
J.J. Keller & Associates**
For Its \$10,000 Annual Foundation Gift & Its \$3,293 Payment From The Growth -Over Program
A percentage of gross sales of products to members in 2003. Both will provide support to NAPFTDS events & activities.
**Our Members Appreciate
Your Regulatory/Safety
Products, Services &
Textbook!**

also comply with the changes. After March 31, 2005, each state DOT will be in charge of this process to assure compliance.

Two major issues that directly impact students are: 1) the cost associated with obtaining the "H" endorsement, and; 2) the possible delay that students may experience in their employment as truck drivers.

Cost estimates for the endorsement will range from \$83-\$103, using a commercial TSA agent. The length of time for the background check will be 30 days, or more. At the time of this writing, the exact delay time has not yet been determined. Both of these issues will have economic effects on graduates of our truck driver training programs.

For additional details, such as proof of citizenship, disqualifying crimes and mental defects, appeals and waivers, and other pertinent information, visit the TSA website at www.tsa.gov or go to your state DOT website.

Blood Pressure Guidelines for Truck Drivers Become Effective in September

Courtesy SC&RA Newsletter

When providing pre-entry program counseling, make sure that prospective students are aware of the following rule:

New FMCSA truck driver blood pressure guidelines go into effect Sept. 30. These changes, part of a final rule issued a year ago, could affect the ability of a driver with hypertension to drive. Key points are:

- ✓ Drivers with blood pressure (BP) of less than 140/90 can be medically certified.
- ✓ Drivers whose BP runs between 140/90 and 159/99 — Stage 1 — can get a one-year certification, but require a Department of Transportation certification exam each year thereafter.
- ✓ Drivers with readings between 160/100 and 179/109 — Stage 2 — will be certified for a period of only three months and must seek assistance from their doctors to lower the reading. If the driver seeks treatment and brings the BP reading back below 140/90, they can acquire a one-year certifi-

cation, but again must be recertified every year thereafter.

✓ Drivers with BP over 180/110 are medically disqualified. At that level - Stage 3 — drivers must seek treatment and bring their BP down to 140/90 or less to receive a six-month certification but then must seek recertification every six months.

Industry officials met with FMCSA to discuss concerns about the new guidelines and potential impact on the industry. The agency suggested that its attorneys could re-examine the procedural concerns to determine whether the new threshold should have been subjected to notice and comment rule-making instead of being changed through a "technical amendment."

FMCSA also said it would consider developing a "guidance document" to describe under what conditions a driver with a one-year certification card may be released from the one-year certification cycle and be certified for the standard two-year period.

Important notice to those who are not yet members of NAPFTDS

If you are not a member of the Association, and you would like to continue receiving the Learning Curve and other benefits of membership, please complete the MEMBERSHIP PRE-APPLICATION FORM in this newsletter and return with your payment of appropriate dues. While we have generous supporters, member dues are the backbone of our Association.

NAPFTDS MEMBERSHIP PRE-APPLICATION

Organization/Company: _____

Contact Person: _____

Phone: _____

FAX: _____

E-Mail: _____

Mailing Address: _____

FULL MEMBERSHIP (\$175): Any publicly funded school or representative employee of that school engaged directly in providing truck driver training.

ASSOCIATE MEMBERSHIP (\$350): Any industry or representative employee of that industry which indirectly supports public truck driving schools, limited to agencies such as trucking companies, insurance companies, publishers, and equipment manufacturers interested in the welfare of publicly funded truck driving schools.

AFFILIATE MEMBERSHIP (\$250): Limited to administrators or staff at a publicly funded school interested in the trucking industry or administrators in schools that contract with proprietary organizations to provide truck driver training.

THE NEXT STEP: Application for membership shall be made on an application form as may be required by the Board of Directors. A majority vote of the Board of Directors is necessary for the acceptance of an application for membership. All applicants who have been accepted into the membership of the Association must submit a fully completed and signed application form that, by doing, signifies their adherence of the Articles of Incorporation and Bylaws of said Association. Membership in the applicable class shall be complete upon application of the Association, approval of the Board, and payment of the appropriate dues.

Return form to:

Pat Spillane, Treasurer, NAPFTDS
1825 N. Bluemound Drive, P.O. Box 2277
Appleton, WI 54912-2277
Fax: 920-735-4862

Questions about membership may be directed to:

Chuck Collins, Executive Director, NAPFTDS
Office Phone: 920-739-9786
Cell Phone: 920-205-4259

Heartfelt Thanks To DELMAR LEARNING

For Its \$6,175 Rebate Check which will help support NAPFTDS Goals!

This Reflects A Percentage of Members' Total For 2003 Purchases of the Text,

**Trucking : Tractor
Trailer Driver
Workbook/Handbook**

Regions Hold Informative Conferences

What: **Region # 2 Conference**

Where: Mountainland Applied Technical College, Orem, UT

When: November 11-12, 2004

Speakers/Presenters: **Rob Brems**, MATC Regional President; **Lynn Schultz** and **Sam Peck**, Utah Driver License Division; **Bob Kelleher**, FMCSA; **Randy West**, Utah Department of Public Safety; **Kent Price**, President, GearMaster International; **Omar Aragon**, Swift Transportation.

What was Discussed: State residency requirements to obtain a CDL; cracking down on improperly, or illegally, issued CDLs; out-of-service violations, HOS rules, changes and best guesses for possible changes for the final rule next year.

Notable: Friday's schedule was much more "relaxed." **Terry Smith** of the Utah Trucking Association, provided industry news and updates. Following Terry's presentation, the MATC Chef Prep class provided a multi-course meal featuring prime rib. **Jon Everett**, Manager of Driver Development for Werner Trucking, provided a glimpse of state-of-the-art technology. **Clark Burns**, Glendale (AZ) Community College, talked about his school's federal financial aid for its truck-driving program. JJ Keller's **Eric Olson** demonstrated Keller's tabletop simulator and other new products.

Submitted by: Dennis Hogue, MATC Transportation Technology Department Chair, and Dave Terry, NAPFTDS Region 2 Representative.

What: **Region # 4 Conference**

Where: Crowder College, Neosho, MO

When: Nov. 18-19, 2004

Speakers/Attendees: **Steve Ahlers**, Department of Revenue; **Mark Teel**, FMCSA; **Mike Lee** and **Darrin Jones**, Missouri Highway Patrol;

Bill Borgmeyer, Associated Industries of Missouri; **Tim Stipp**, Burlington Northern Railroad; and Sgt. **Kent Casey**, Missouri Highway Patrol.

What was Discussed: Ahlers spoke about new rules including CDL licensing and the Patriot Act; Lee and Jones, commercial vehicle enforcement officials, talked about weight scale problems; Stipp discussed Operation Lifesaver; and Casey presented a rollover simulator presentation about the importance of seatbelts.

Notable: Helpful roundtable discussions with carriers highlighted current needs of the industry.

Submitted by: Sid Allen

What: **Region # 7 Conference**

Where: College of Southern Maryland, La Plata, MD

When: Oct. 28-29, 2004

Speakers/Attendees: **Rich Clemente**, Truck Load Carriers Association; **Nancy O'Liddy**, PTDI; Werner Enterprises.

What was Discussed: Clemente provided a legislative update, Nancy O'Liddy talked about what's new at PTDI, while representatives from Werner Enterprises gave us a tour of their "office on wheels", which highlighted impressive technology used to (among other things) coordinate routes that help drivers have less downtime.

Notable: "Bigger is not always better! Although the numbers at the Region 7 Conference may not have exceeded those of other regions; we made up for it with fun. A dozen folks from Maryland and Pennsylvania gathered to hear about a variety of truck driver training issues while getting to know each other better. Dinner at a local Maryland crab house topped the evening. A big thanks go to **Ron Cash** of Frederick Community College for the entertainment (eat your heart out Bill Fath and John Hale!)."

Submitted by: Arlene Kirby

See Page 2 — **Membership Project**

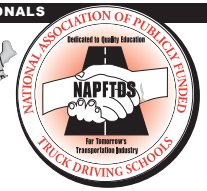
Connecticut, Maine, New Jersey, Hawaii, South Carolina, Rhode Island, West Virginia, North Carolina, Tennessee, and Vermont. He would appreciate the following info on each school: **School Name, Director's Name, City & Street Address, Phone Number, Email Address.**
Hats Off To Our State Captains!

Alaska, **Larry Wilbourn**; Alabama, **Tom Holt**; Arizona, **Clark Burns**; Arkansas, **Carol Colwell**; California, **Richard Willis**; Colorado, **Chuck Mosqueda**; Delaware, **Chris Antonik**; District of Columbia, **Arlene Kirby**; Florida, **Laura Kingsland & Jack Pihl**; Georgia, **Brenda Madan & Roy Williams**; Idaho, **Ralph Dean**; Illinois, **Don Hess**; Indiana, **Don Bolinger**; Iowa, **Ray Raske**; Kansas, **Chuck Mosqueda**; Kentucky, **Don Hess**; Louisiana, **Van O'Neal**; Maryland, **Arlene Kirby**; Massachusetts, **Arlene Kirby**; Michigan, **John Theroux**; Minnesota, **Bill Fath**; Mississippi, **Bob Weining**; Missouri, **Sid Allen**; Montana, **Dan Morrison**; Nebraska, **Mike Schlachter**; Nevada, **Steve Stezenson**; New Hampshire, **Arlene Kirby**; New Mexico, **Clark Burns**; New York, **Tina Frindt**; North Dakota, **Lon Hird**; Ohio, **Joe Uebel**; Oklahoma, **Carol Colwell**; Oregon, **Wade Westphal**; Pennsylvania, **Tina Frindt**; Rhode Island, (no public schools); South Dakota, **Lon Hird**; Tennessee, (no public schools); Texas, **Van O'Neal**; Utah, **Dave Terry**; Vermont, (no public schools); Virginia, **Arlene Kirby**; Washington, **Wade Westphal**; Wisconsin, **Pat Spillane**; Wyoming, **Mike Schlachter**

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NEWSLETTER FOR PROFESSIONALS



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National Association of Publicly Funded Truck Driving Schools

An association of nonprofit, post-secondary, public schools whose purpose is to encourage member schools to promote high standards and ethical principles in the creation and/or administration of training programs.