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SPRING 2025

NORTH DAKOTA MOTOR CARRIERS ASSOCIATION PUBLICATION



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DAKOTA'S ROADS**

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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

Greetings Members,

Spring's warmer temperatures bring more than just sunshine. They also bring new safety concerns for highway driving, from rain and slick roads to potholes, fog, wildlife, pedestrians, and construction zones. Stay alert, slow down, and drive with caution to keep yourself and others safe on the road.

Once again, the North Dakota Motor Carriers Association is gearing up for a busy spring/summer. We have monthly safety seminars covering a variety of topics. More information and registration links for these webinars can be found on our website under the Events and Education tab. Thanks to the assistance of the NDMCA Foundation and other entities, we will be hosting several No-Zone Events again this year.

I would like to thank Kelly Krapu for her time commitment and dedication to making these events so successful. I encourage you to read the article on page 4 to learn more about the No-Zone program.

This year's Truck Driving Championship (TDC) and Safety Expo will be held June 21 at the Holiday Inn in Fargo. Registration is still open for this thrilling event, where the best drivers in our state compete for the title of champion. We round out our summer events with our 80th Annual Convention on August 26-27 at the Holiday Inn Fargo. I hope to see everyone there for two days of networking, educational events, and celebrating our award winners.

The 69th Legislative Assembly is nearing completion. We continue to monitor a handful of bills that affect the trucking industry in North Dakota. A real-time view of these bills we are tracking can be found on our website www.ndmca.org. Click on the Public Policy dropdown in the upper right corner of the page to find the "69th Legislative Assembly."

Just a reminder that this year's Road Check will be held May 13-15. More information about this year's event can be found on pages 14 and 15.

On behalf of the North Dakota Motor Carriers Association, thank you for your continued support, dedication, and contributions. As we head into the warmer months, I wish you a joyful and relaxing spring and summer. I look forward to reconnecting soon and continuing our shared mission together.

Sincerely,



Jeremy Oistad



JEREMY OISTAD



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NO-ZONE HIGHLIGHTS HIDDEN DANGERS AROUND SEMIS

NDMCA's Share the Road program educates the public on road safety.

By Scooter Pursley | Clearwater Communications

How many automobiles can fit around a semi without the driver seeing them? Would you believe nine?

That's the message Kelly Krapu and the North Dakota Motor Carriers Association's Share the Road No-Zone Program hope to get across to the motoring public.

"The message is to young drivers and teens who just got their license or are on the cusp of getting their license," Krapu said. "It's a safety message. We don't want them hanging out in a blind spot."

From their perch in the driver's seat of a semi, a truck driver has a good look at the road around. By definition, the "No-Zone" is the blind spots around large commercial vehicles where smaller automobiles are so close to the truck or bus that the driver's ability to stop or maneuver safely is restricted.

As chair of the NDMCA Foundation and director of safety for TrueNorth Compliance, Krapu is tasked with conducting No-Zone training all around the state of North Dakota and western Minnesota. Each year, thousands of new drivers – and some longtime drivers – learn about safety around semis on the road.

"It's the motoring public that needs to hear the message," Krapu said. "We tell people if you can't see the driver's face in his side mirror, they can't see you."

To conduct No-Zone training, Krapu first secures the use of a semi and trailer. Automobiles are strategically placed in the many blind spots, including the front. Young drivers are brought in to sit in the driver's seat asked to identify how many vehicles surround the truck. "They answer zero, but there can be as many as nine," Krapu said.

Krapu said former Transportation Club of Fargo-Moorhead President Mark Wolter spearheaded the launch of the No-Zone. It has grown from three events a year to as many as 10 events.

"We do a career expo every December at the Fargodome and that alone has 3,000 students that go through," Krapu noted. "We have a couple of other events like the Diving Skills for Life that has 75 to 100 students in three cities every year."

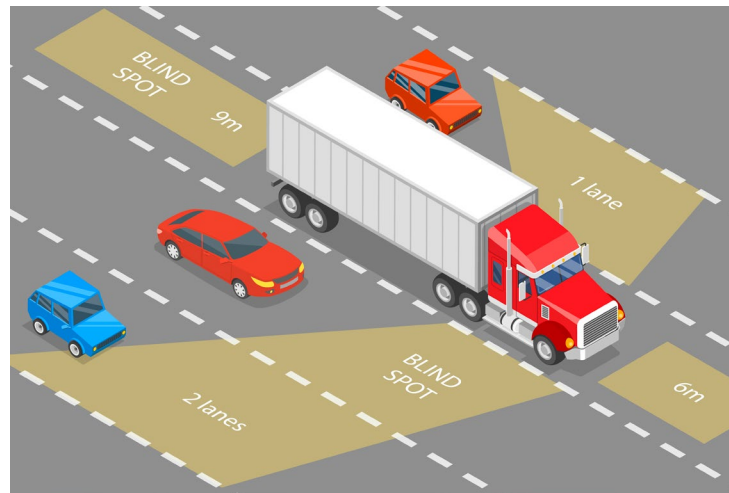
In the last two years, No-Zone training has also been part of the NDSU Farm Safety Camps. Even with enhanced technology that improves safety, it's not foolproof. "I've probably been helping for about 10 years," Krapu said. "The only thing (different) that I've seen is that side mirrors on semis are bigger. Technology allows trucks to have cameras on all sides but not everybody has it. If we can get through to even one student, it could save a life."

Krapu said requests for training has gone up exponentially in recent years, which is a good thing. "Our message is getting across and it's a good message and it's growing," she said.



Knowing about the “no-zone” areas around large vehicles will help you to steer clear of unsafe situations involving large vehicles and help reduce crashes. There are more than 250,000 crashes involving cars and trucks every year. Many could be avoided by keeping these important points in mind:

- Never cut in front of a large truck. Fully loaded commercial trucks weigh up to 80,000 pounds and take the length of a football field to stop. Most cars weigh only 2,000 pounds.
- Do not linger alongside a commercial truck. There are four major blind spots around commercial trucks where cars disappear from view, and the driver cannot see you.
- Pass quickly to resume visibility and change lanes only when you can see both of the truck’s headlights in your rearview mirror. Never pass on the right side of a commercial truck because the right-side blind spot runs the length of the trailer and extends out three lanes.
- Stay away from the front and rear blind spots. You must leave 20-25 car lengths between your car and the back of the trailer and four car lengths between the front of the commercial truck and the back of your car.
- If you are following a commercial truck and you cannot see the driver’s face in the truck’s side mirrors, the truck driver cannot see you.
- Allow commercial trucks adequate space to maneuver because they make wide turns at intersections and require additional space.



To volunteer equipment or your time to the No-Zone program, contact the NDMCA.

Go to www.ndmca.org/no-zone/ for more on No-Zone training.



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NAVIGATING NORTH DAKOTA'S ROADS



The North Dakota Highway Patrol (NDHP) plays a critical role in ensuring the safety and efficiency of our state's roadways. From enforcing traffic laws to supporting commercial motor vehicle operations, their work directly impacts the trucking industry every day.

To provide insight into the NDHP's priorities, challenges, and initiatives affecting our industry, Rolling Along sat down with Colonel Daniel

Haugen, Superintendent of the North Dakota Highway Patrol. In this Q&A, Colonel Haugen shares his perspective on highway safety, enforcement efforts, and the agency's ongoing collaboration with the trucking community.

What are your top priorities as you step into this leadership role, and how do you plan to address the biggest challenges facing the North Dakota Highway Patrol?

The Highway Patrol's (NDHP) mission has been traffic safety for the past 90 years. My vision is to get away from that mindset and transition into more public safety. As our citizen's needs change, so should the NDHP. Drug overdoses have continuously surpassed traffic fatalities in North Dakota. The NDHP needs to become more engaged as active participants in overall public safety by potentially joining narcotic task forces, and regional SWAT teams. While living in a fiscally conservative state, we understand our staffing most likely will never grow. The NDHP will need to find efficiencies to complete these goals, while not taking away from our core function of traffic safety. We will continue to research new technology and incorporate it where we feel it will have the greatest impact on public safety. Some of these technologies and concepts are license plate readers (LPRs), variable speed limits with electronic signs, and UAVs (drones). The overall biggest challenge is doing more with less. To overcome this, we'll have to continuously look at what all we do and prioritize.

With commercial trucking playing such a vital role in North Dakota's economy, how does the Highway Patrol work with the trucking industry to ensure both safety and efficiency on roads?

The NDHP works closely with all areas of the trucking industry to keep our highways safe and efficient. Members of the NDHP maintain contact with individual carriers, the North Dakota Motor Carriers Association, the Commercial Vehicle Safety Alliance (CVSA) and the Federal Motor Carriers Association (FMCSA). These groups are regularly referenced to discuss areas of concern, to maintain certifications and trainings or to stay ahead of nationwide trends to keep our highways safe. The NDHP also works closely with the NDDOT to address any structural enhancements or permit allowances to ease operations for commercial motor vehicles in North Dakota.

“

One example of the NDHP working to ensure safety and efficiency for the trucking industry is SB 2507 in the 69th legislative session. This bill will bring North Dakota's short-haul hours of service in line with the federal exemption allowing a 14-hour day instead of the current 12-hour day for intrastate carriers.

”

This will allow for goods and services moved within North Dakota to be done in a more timely manner. Another example is a current NDHP project that is revamping our electronic permitting system. The new electronic permit system will incorporate new technologies that will make the movement of oversized and overweight CMVs safer in North Dakota and allow for more self-issuing permits for industry. This system is anticipated to go live in early 2026.



North Dakota experiences extreme weather conditions, from harsh winters to summer storms. What strategies does the Highway Patrol use to keep both commercial drivers and the public safe in these conditions?

The NDHP puts great emphasis on keeping all members of the motoring public safe during inclement weather events. When a weather event has been identified, the NDHP works closely with the NDDOT and local agencies to discuss the potential impacts of the storm, then staging the needed staffing and resources for a response prior to impact. Specifically for the impact of winter weather events and the possibility for roadways to be closed for extended periods of time, the NDHP continues to work with the Upper Great Plains Traffic Institute (UGPTI) at NDSU. The NDHP has worked with the UGPTI on a winter crash study that looks at weather events leading up to CMV crashes and road closures of North Dakota highways. This study has identified problem areas within our highway systems that could be addressed through NDDOT engineering and also NDHP education/

enforcement efforts to reduce impacts of crashes/road closures as a result of North Dakota blizzards. Additionally, as a result of this study, tabletop exercises and discussions have been held where state and local first-responders, NDDOT, county highway departments, tow companies and dispatch centers strategize a response to weather events and road closures prior to start of winter. These conversations have led to a more proactive response to inclement weather, often times closing a roadway before multiple CMVs or other vehicles become stranded on impassible roads. This proactive approach to road closures allows commercial drivers to find a safe haven that can provide parking and other needed amenities. It also makes the clearing and reopening of the roadways much more efficient.

Technology in law enforcement is evolving rapidly. Are there any new technologies or initiatives you're looking to implement to improve safety, enforcement or efficiency?

The NDHP is always looking to improve through advancements in technology. In the past year, the NDHP has implemented three advancements in technology related to CMV safety, enforcement and efficiency. The first is the launch of a new inspection program SafeSpect. SafeSpect was developed by the FMCSA and is a streamlined program allowing for more efficient inspections of CMVs and driver documentation, reducing the time of roadside inspections. The second advancement was the implementation of a CVIEW (Commercial Vehicle Information Exchange Window) program which allows roadside inspectors to enter identifiers of the CMV, the driver or past inspections and instantly receive needed information, from across the nation, to complete an inspection. The CVIEW helps to identify and document violations in a much quicker and uniform manner. The NDHP has also purchased three drones (Skydio X10) to be used during CMV inspection and enforcement details. For example, the camera technology in the drones will be used to screen hub temperatures on CMVs, indicating vehicles that need to have an extended inspection for possible brake violations, or other driver violations as the vehicle enters an inspection facility. The drones will also be used during traffic enforcement details for right away violations committed by either CMVs or passenger vehicles operating in close proximity to CMVs. In addition to those technologies, the NDHP works with prescreening companies Drivewyze and PrePass to identify carriers or individual CMVs that need to be pulled into

inspection facilities based on the carriers' safety rating. This allows us to focus our efforts on carriers that need more education or help in correcting errors. This technology also allows the carriers that are properly operating under federal and state regulations to keep moving down the road.

Public outreach and education are important aspects of highway safety. How do you plan to engage with communities, businesses, and organizations like the NDMCA to promote safe driving practices?

The NDHP puts a strong emphasis on education, through both community engagement and enforcement. In specific relation to organizations like the NDMCA the NDHP Motor Carrier Operations (MCO) conducted 53 safety talks in 2024 on various safety topics specific to the trucking industry. Carriers regularly reach out to the NDHP MCO to conduct training for their drivers or staff on safety topics like load securement, proper axle weights, hours of service to name a few. This training almost always leads to general discussion or questions/answer sessions on topics that are important to them, and our troopers gladly respond to these requests. In addition to the specific training requests, NDHP troopers regularly participate in events like the North Dakota Truck Driving Championships, North Dakota Special Olympics Truck Convoy, the North Dakota State Fair and community Night to Unite events to answer general questions and to interact with citizens on a personal level, outside of an enforcement encounter, to build strong ties to our communities.



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STATE NEWS

WALLWORK KENWORTH PRESENTED SILVER AWARD

Wins Dealer Excellence Award for fourth consecutive year.



"I am so proud of my team for getting this award. It takes all our departments working together to provide an optimal experience for our customers to do business. "This award represents our commitment to making that happen," says Mike Zinke, Branch Manager of WTC Bismarck.

In addition to receiving the Silver Award, Wallwork Kenworth celebrated a milestone of 55 years as a Kenworth dealer. Since 1969, Wallwork has been synonymous with the Kenworth brand of trucks and has been the leader in developing advanced diesel powertrains, zero-emissions vehicles, and connected truck technologies.

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On February 4, 2025, Wallwork Kenworth received the 2024 Kenworth Dealer Excellence Silver Award at the annual Kenworth Dealer Meeting in Tucson, Arizona. The award recognizes dealers who exemplify service, sales, operations, and facility excellence each year in the Kenworth dealer network.

This was the fourth consecutive year Wallwork Truck Center (WTC) received a dealer award from Kenworth, and this accomplishment hasn't gone unnoticed. "It's always an honor to be recognized by Kenworth for our excellent employees and customers," says Curry Quenette, Vice President of Wallwork Kenworth. "To receive an award for the fourth year in a row is a big deal to us. I am so grateful for our customers and employees who have earned it for us."

About Wallwork Truck Center: WTC has a proud heritage, being family-owned since 1921. Today, Wallwork Truck Center and its subsidiaries, Fargo Trailer Center and Northwest Truck & Trailer, are highly reputable truck and trailer dealerships that provide sales, parts, and service throughout the United States and Canada. Wallwork Truck Center has nine locations across North Dakota and Minnesota, serving a diverse range of trucks, including heavy and medium-duty models, and employs over 300 staff members. It is a franchised dealer for Kenworth, Ford, Demco, East, Great Dane, R-Way, Stephens, and XL Specialized.

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SUMMIT

DECEMBER 4-5, 2024

SAFETY TOPIC OF WESTERN REGIONAL SUMMIT

By Dr. Brenda Lantz, Associate Director, North Dakota State University, Upper Great Plains Transportation Institute

Technologies designed to promote safe driving behaviors and crash analysis tools for identifying high-risk corridors for deployment of crash-preventing countermeasures were the focus of the Fourth Western Regional Commercial Vehicle Safety Summit Dec. 4-5, 2024, in Denver, Colorado. More than 150 representatives from law enforcement, driver licensing agencies, universities, and industry attended to share best practices, resources, research findings, and partnerships.

The Summit was hosted by the Upper Great Plains Transportation Institute (UGPTI) at North Dakota State University (NDSU) and co-hosted by the Colorado State Patrol. Funding was provided through a cooperative agreement with the Federal Motor Carrier Safety Administration. Summit topics were suggested by state law enforcement and driver licensing agencies and included the following:

- Priorities and challenges to improve commercial motor vehicle (CMV) safety (from federal, regional, state, and industry perspectives);
- State-specific examples of best practices;
- Resources and tools readily available to states and industry;
- Information on current research and partnerships;
- Agency and industry coordination efforts;
- Updates on FMCSA research and grant opportunities; and
- Two roundtable discussions on state-specific issues and the main takeaways from the Summit.



Scan the QR code to the left see more information like agendas, presentors!

“
The event was a great platform for discussing potential collaborations and building connections.
”

Online Summit Resources

UGPTI's Commercial Vehicle Safety Center website includes all of the presentations and Summit presenter biographies (<https://www.ugpti.org/outreach/cvsc/>). The Center serves as a point of contact for universities, law enforcement, and driver licensing agencies seeking assistance to establish partnerships to improve commercial vehicle safety. It also hosts webinars and maintains a resources page with articles and reports related to commercial vehicle safety. In addition, all of the presenter biographies and presentations from the previous Commercial Vehicle Safety Summits are accessible through the site.

Key Takeaways from the 2024 Summit

Attendee comments regarding key takeaways from the Summit included:

- The event was a great platform for discussing potential collaborations and building connections with professionals across various sectors.
- Learning the challenges from different states – some are similar in nature and can help in future collaborations to solve regional issues.
- Being collaborative will get us all farther than working independently.
- There are many different researchers looking for ways to leverage data in a way that will reduce CMV crashes.
- While technology can help improve traffic safety, the effectiveness of these technologies relies heavily on the CMV driver and other roadway user acceptance of these technologies.
- You can change driver behaviors by changing the approach you take in relation to their belief system.

NDMCA LAUNCHES TRUCKING CAREER CONNECTION PROGRAM

Helping connect job seekers with careers in trucking.



The North Dakota Motor Carriers Association (NDMCA) is proud to announce the launch of its Trucking Career Connection program, a new initiative aimed at connecting individuals interested in trucking careers with companies actively hiring across North Dakota.

As the trucking industry continues to face workforce shortages, this program offers a simple and effective way to support both job seekers and employers. Through an easy sign-up process, NDMCA member companies can choose to be included on a list that will be distributed to individuals exploring career opportunities in the industry. This includes outreach to CDL training programs and workforce development partners across the state.

“The Trucking Career Connection is about making it easier for people to find a path into trucking while helping our members fill critical positions,” said Kacey Heidrich, Administrator at NDMCA. “Whether someone is graduating from a training program or just starting to explore the industry, we want them to have access to trusted employers right here in North Dakota.”

Participation in the program is voluntary, and the information collected is intended solely to connect companies with potential drivers. There is no follow-up solicitation or marketing—just a straightforward resource to support workforce development.

Member companies interested in being included can complete a short sign-up form identifying the types of positions they are hiring for, such as local, regional, or OTR driving, along with any specialty roles or freight types.



To sign up, scan the QR code below or visit:
<https://4b2bef0de5.benchmarkpages.com/ndmcacareerconnection>



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SCAN ME TO NOMINATE

Nominations are reviewed by an independent committee. Not all awards will be given each year as they are dependent on the quality of the nominations submitted.

Each year the North Dakota Motor Carriers Association gathers at our annual convention to give special recognition to industry professionals who go above and beyond and show an unwavering commitment to safety. Awards given in 2025 are in recognition for achievements in the previous year. NDMCA offers awards in the following categories:

- **Fleet Safety Awards**
- **Service Technician of the Year**
- **Service Manager of the Year**
- **Safety Professional of the Year**
- **Driver of the Year**

KNOW IFTA BULK FUEL REQUIREMENTS TO REMAIN COMPLIANT

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If you're in the trucking business or manage a fleet, you've probably heard of IFTA (International Fuel Tax Agreement). It's the program that ensures fuel taxes are paid based on where your wheels roll, not just where you fill up. But when you're dealing with bulk fuel (think massive tanks of fuel), staying compliant with IFTA can get tricky. Let's break it down in a way that'll keep your fuel—and your records—running smoothly.

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Why It Matters

Managing bulk fuel and staying compliant with IFTA isn't just about avoiding fines—it's about keeping your business running smoothly without the tax headaches. By keeping accurate records and following the rules, you're making sure your fuel is always on the road and your taxes are always in the right place. Simple as that!



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CVSA'S INTERNATIONAL



ROADCHECK

The Commercial Vehicle Safety Alliance's (CVSA) International Roadcheck is scheduled for May 13-15. International Roadcheck is a high-visibility, high-volume commercial motor vehicle and driver inspection and regulatory compliance enforcement initiative that takes place over three days in Canada, Mexico and the United States.

Law enforcement personnel will inspect commercial motor vehicles and drivers at weigh/inspection stations, temporary sites and mobile patrols to verify regulatory compliance. Data from the 72 hours of International Roadcheck will be collected and the results will be released this summer.

Each year, International Roadcheck places special emphasis on a driver violation category and a vehicle violation category. During International Roadcheck, inspectors will primarily conduct the North American Standard Level I Inspection, a 37-step procedure that includes an examination of driver operating requirements and vehicle mechanical fitness. While all 37 steps will be completed, as usual, inspectors will also pay close attention to the driver's record of duty status (RODS) and the vehicle's tires.

Driver Focus Area

Hours-of-service (HOS) regulations are in place to safeguard transportation safety by limiting driving hours and mandating adequate rest breaks to ensure commercial motor vehicle drivers have the opportunity to get the rest they need, thereby preventing crashes and incidents caused by fatigue.

To ensure compliance with HOS regulations, drivers must accurately reflect their times and duty statuses in their RODS, which is a log that a commercial motor vehicle driver must maintain to record their driving activity. Failure to record, complete or retain the log, or knowingly falsifying logs or other related reports, is not only a driver out-of-service violation, it also makes the driver and/or carrier liable to prosecution.

During the driver portion of an inspection, inspectors check the driver's documents, license or commercial driver's license, medical examiner's certificate and skill performance certificate (if applicable), record of duty status, Drug and Alcohol Clearinghouse status (in the U.S.), seat belt usage, and alcohol and/or drug impairment. If an inspector identifies driver out-of-service violations, they place the driver out of service, restricting that driver from operating their vehicle.

Vehicle Focus Area

The importance of proper tire maintenance cannot be overstated. Tire failure while in transit is a hazard to all motorists. It is also far more expensive and time consuming for motor carriers to repair an in-transit tire failure versus proactively maintaining tire health and addressing tire issues before the vehicle is on the road.

During International Roadcheck, inspectors will check tires' tread depth and proper inflation. They will also be on the lookout for tire damage, such as air leaks, tread separation, cuts, bulges, sidewall damage and improper repairs.

During the vehicle portion of the Level I Inspection, inspectors ensure the vehicle's brake systems, cargo securement, coupling devices, driveline/driveshaft components, driver's seat, fuel and exhaust systems, frames, lighting devices, steering mechanisms, suspensions, tires, wheels, rims, hubs, and windshield wipers are compliant with applicable regulations. Inspections of motorcoaches, passenger vans and other passenger-carrying vehicles also include the examination of emergency exits, seating, and electrical cables and systems in the engine and battery compartments.

A vehicle that successfully passes a Level I or V Inspection without any critical vehicle inspection item violations may receive a CVSA decal, which is valid for up to three months.

Prepare For Roadcheck 2025

Each year during the CVSA's International Roadcheck event, tens of thousands of inspections are conducted on commercial motor vehicles and drivers following CVSA and FMCSR inspection criteria. Rely on these products to help you prepare for this year's event May 13-15, 2025.



Roadside Inspections
Driver Handbook
Item #51962



2025 North American Standard
Out of Service Criteria
Handbook
Item #70873



Roadside Inspections
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Item #48467

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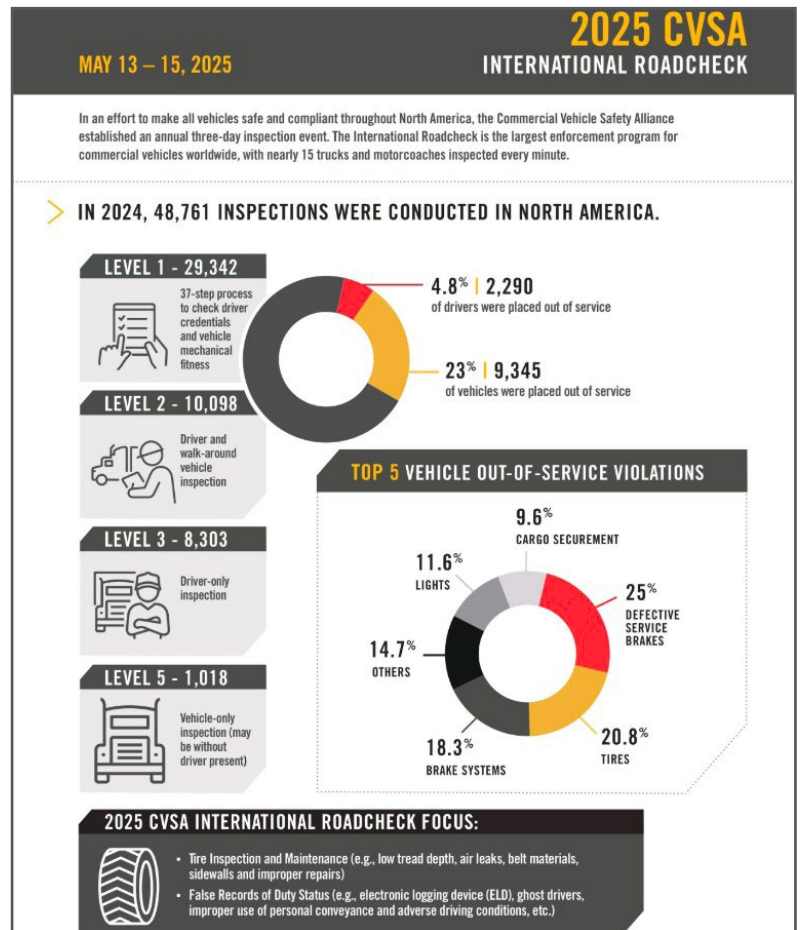
Order must be placed with NDMCA for discount to apply.

If out-of-service violations are found during an inspection, as outlined in the North American Standard Out-of-Service Criteria, the vehicle is restricted from operating until all out-of-service violations have been properly addressed.

As part of International Roadcheck, inspectors may also be available to answer questions about tire health and violations, and to help drivers navigate the HOS regulations in their jurisdictions.

In case of inclement weather or other limiting circumstances during the three days of International Roadcheck, a jurisdiction or an inspector may opt to conduct a limited Level II Walk-Around Driver/Vehicle Inspection or Level III Driver/Credential/Administrative Inspection, instead of a Level I Inspection. Level II and III Inspections are not eligible for a CVSA decal.

CVSA is a nonprofit organization comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives in Canada, Mexico and the U.S. The Alliance aims to prevent commercial motor vehicle crashes, injuries and fatalities and believes that collaboration between government and industry improves road safety and saves lives. Its mission is to improve commercial motor vehicle safety and enforcement by providing guidance, education and advocacy for enforcement and industry across North America.



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Big ticket items still remain as 69th Legislative Assembly winds down

With less than 20 days remaining in the 2025 Legislative Session, we continue to monitor some significant legislation that impact our industry, whether directly or indirectly.

As introduced, **Senate Bill 2206** would have capped noneconomic damages for civil lawsuits, reduced the statute of limitations from 6 years to 2 years, and allowed for seat belt usage to be admissible as evidence for a jury determination. While we made a strong push, it appeared that senators were hesitant to make such wide sweeping changes, given that there haven't been any "nuclear verdicts" in North Dakota. The bill was defeated in the Senate by a vote of 9 ayes and 36 nays. During the process, the NDMCA worked closely with several groups and legislators who believe a stronger coalition and more education will yield better results in the next legislative session.



OTHER LEGISLATION. The NDMCA engaged on several other bills during the process, including several budget bills. **House Bill 1053** gives the NDDOT authority to take control of highways they deem necessary. Currently the agency is restricted to only taking over 50 miles per year up to a maximum of 7,700 miles. HB 1053 removes that restriction. **HB 1298** raises the Interstate Highway speed limit to 80 mph. This bill is still awaiting final action by the State Senate. **HB 1382** would raise the gasoline tax three cents, with one cent each going to cities, counties and townships for infrastructure funding. This bill is also being held for further consideration, although it appears it might not have enough support from the Senate. **House Bill 1614** would have provided a legislative management study on autonomous trucks in North Dakota. The Senate defeated the bill by a vote of 2 ayes, and 43 nays. NDMCA will continue to engage with the NDDOT on definitions and any future autonomous trucking language needed.

Two bills supported by the NDMCA have been signed by Gov. Kelly Armstrong. **Senate Bill 2183**, brought forward by the Associated General Contractors of North Dakota raises the fine for speeding in a construction zone to \$150 (up from \$80). **Senate Bill 2253** was introduced by Sen. Dean Rummel (R-37) and regulates the use of compression brakes in cities and counties that post such an ordinance within their jurisdiction.

BUDGET BILLS. The NDMCA supported **Senate Bill 2011**, the ND Highway Patrol budget and Senate Bill 2120, the trooper's retirement package. **SB 2120** provides a \$37 million injection into the trooper's retirement system, filling a projected shortfall as more troopers reach retirement age. Importantly, the NDHP does not participate in Social Security program, so the state needs to fund this completely. **Senate Bill 2012** is the NDDOT Budget, and the NDMCA as well as the ND Transportation Coalition are monitoring the progress on the \$2.6 billion budget. Within that budget, the Flex Fund program would provide grants to political subdivisions to support their infrastructure construction and maintenance projects. This bill is projected to be one of the last bills passed by the Legislature.

THE BIG STUFF. Governor Armstrong has made it abundantly clear that property tax relief and reform is his number one policy priority in his first term. House Bill 1176 has been the main piece of legislation winding its way through the process. In the end, there will be a significant primary residence tax credit (somewhere between \$1,250 and \$1,450) along with mill levy caps on the political subdivisions. Currently the Senate and House are working out the differences in their vision for what the final package should look like, and where the funding (north of \$400 million) will come from.

House Bill 1408 would allow (or require) the Legislature to meet annually, while still staying within the 80 day current limit. The State Senate will have the final say on this bill after the House passed the measure 64-28.

As the Session comes to a close, the NDMCA will monitor any legislative management studies that will be conducted over the interim, review federal issues that impact our industry and continue to build relationships with legislators to support the trucking industry in North Dakota. Roll on!

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