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NORTH DAKOTA MOTOR CARRIERS ASSOCIATION PUBLICATION



WREATHS ACROSS AMERICA

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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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The mission of the North Dakota Motor Carriers Association is to promote highway safety, deliver services and provide representation for our members. All rights reserved. Materials may not be reproduced or translated without written permission. Subscription rate for members is \$50, which is included in the dues. U.S. subscription rate to nonmembers is \$100 for one year. For advertising information please contact the Association office at info@ndmca.org or by phone at 701-223-2700.

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MESSAGE FROM THE PRESIDENT

Hello Members,

As we turn the calendar to a new year and begin to look forward to what 2026 will bring, I am grateful and honored to lead the NDMCA the next two years. I am confident in our leadership team and excited to work closely with it to continue to drive our organization forward to deliver our mission of promoting highway safety and represent our members.

One of the biggest issues facing the trucking industry is facing a significant driver shortage,

with more than 80,000 drivers needed in the U.S. alone. The shortage is driven by an aging workforce, high turnover rates and increasing freight demand. The “driver shortage” refers to the ongoing gap between the number of qualified truck drivers available and the number needed to meet freight demand. This isn’t a new problem, but it reached new levels of urgency in 2025.

In 2025:

- **Estimated shortfall:** Over 80,000 drivers (American Trucking Associations, 2025)
- **Projected need:** Over 1.2 million new drivers over the next decade to keep up with freight demand and replace retirees
- **Industry growth:** Freight volumes continue to climb, especially for e-commerce and last-mile delivery

The shortage affects all sectors – long-haul, regional and local delivery – but is most acute in over-the-road (OTR) and long-haul trucking, where lifestyle demands and time away from home are most pronounced.

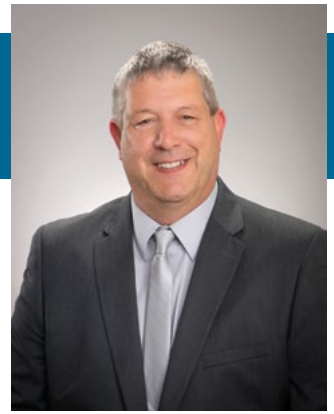
Together, we can make great things happen in North Dakota. Let’s all do our part by being active in events like the Truck Driving Championship (moved from June to May 9 in Fargo), the annual golf tournament June 3 and the annual convention Sept. 1-2 in Grand Forks.

As we look toward 2026, the trucking industry will continue to play a critical role in keeping the country moving. Nearly everything people use each day depends on trucks at some point, and that won’t change. While the industry will keep adjusting to economic shifts and new expectations, the need for safe, reliable transportation remains strong. Trucking supports local communities, businesses, and supply chains of all sizes. The work may evolve over time, but the importance of professional drivers and trucking companies will remain essential to the economy and everyday life.

Sincerely



Paul Gibree



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NDMCA JOINS WREATHS ACROSS AMERICA MEMORIAL PROJECT



By Scooter Pursley,
*Clearwater
Communications*



The North Dakota Motor Carriers Association was proud to partner with other associations nationwide to deliver wreaths for Wreaths Across America during the Christmas holidays. The WAA virtual convoy raised awareness and supported the mission of program that places wreaths on headstones of the nation's late service members.

"The trucking industry plays such a vital part in our program," said Elisabeth Barna, a 34-year American Trucking Associations employee now working with WAA. "Thanks to their support we can deliver thousands of sponsored veterans' wreaths to every state for our volunteers to place on the headstones of our nation's servicemembers."

Barna said trucking plays a pivotal role in WAA through the virtual convoy, which organizes delivery of donated wreaths to cemeteries nationwide.

"We started that three years ago and we have grown each year," Barna said. "North Dakota did well this year with 106 wreaths and I know (NDMCA administrator) Kacey Heidrich wants a lot more. But of all the states (42) in the program, North Dakota was No. 9 in sponsorships."

Heidrich said trucking and programs like WAA go hand-in-hand.

"Trucking impacts every community in North Dakota, and those communities recognize the sacrifice their veterans have made for their communities. NDMCA will continue to work with its members to provide wreaths and the transportation to deliver them," she said.

This winter, in excess of a half dozen NDMCA members were among more than 300 companies that delivered more than 800 truckloads of wreaths. Each truck can haul a full load of just under 6,000 wreaths, but not all trucks carry a full load, Barna said.

Barna joined WAA after 27 years with ATA. She immediately set out to grow the program and find the best way to do so. She called on her connections through ATA.

"When they started wreaths, they needed folks to move them," Barna recalled. "They didn't know anything about the trucking industry. They had no idea how embedded trucking is in every community. Our missions matched, giving to a community and being part of a community."

NDMCA increased its participation from 2024 to 2025. Heidrich hopes it continues to grow in coming years.

Scooter Pursley is a communications specialist for NDMCA.

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TRUCKER'S LOG - WINTER 2026



Here is a collection of news and happenings within the North Dakota motor carrier industry in the last quarter of 2025. This feature will appear quarterly in Rolling Along. To share company milestones, achievements, employee recognition or other items of interstate by those trucking in North

Dakota, submit your information to Rolling Along editor Scooter Pursley at spursley@clearwatercommunications.net or NDMCA Administrator Kacey Heidrich at Kacey@NDMCA.org.

• **AWARDS:** Northwest Truck and Trailer of Fargo has been named the 2025 Kenworth TRP Store of the Year as the top-performing TRP store in North America (United States and Canada). The award recognizes the recipient for outstanding achievement in sales growth, customer service, and commitment to the TRP brand. It is a testament to the dedication of the NWTT team to providing the highest quality all-makes parts and superior customer support to keep customers' equipment – from trucks and trailers to farm equipment – on the road. Criteria for the award includes significant retail and wholesale sales growth, exceptional customer satisfaction, superior parts availability, and strong utilization of PACCAR Parts programs. The award highlights exceptional regional business success and the importance of reliable parts and service in the transportation industry.

• **GRANTS:** The Federal Motor Carrier Safety Administration grant programs address the U.S. Department of Transportation (DOT) priorities of safety and transformation through its support of initiatives addressing the safe operation of commercial motor vehicles (CMVs) throughout the country's highway infrastructure and the



Adam Baker (middle holding trophy) is Parts Manager at Northwest Truck & Trailer.

deployment of technology to support connected transportation information systems. Williston State College was awarded an FMCSA Commercial Motor Vehicle Operator Safety Training Grant of \$82,555. North Dakota State University received two FMCSA High Priority Commercial Motor Vehicle Safety grants totaling \$1.93 million, while the North Dakota Highway Patrol received \$198,817.

• **STAFFING:** Justin Pavek has been named general manager at Wallwork Truck Center and Wallwork Financial. Pavek will oversee all operations, strategy, and business development for Wallwork Financial, ensuring the company continues to provide exceptional, tailored financial solutions for Wallwork Financial customers. The company also acknowledges the valuable contributions of the previous leader, Kelly Geiger, who will transition to a new strategic role within the broader Wallwork organization.

2026 NDMCA Truck Driving Championship

May 9, 2026

Fargo Holiday Inn



NDMCA TEAMS WITH STATE DOT ON NO-ZONE GAMIFICATION

As part of our ongoing commitment to improving roadway safety in North Dakota, the North Dakota Motor Carriers Association (NDMCA) is developing an innovative educational tool designed to reduce teen driver crashes and save lives. This initiative centers on a series of interactive, gamified learning modules that teach young drivers how to safely share the road with commercial motor vehicles (CMVs). By focusing on critical risk factors – such as blind spots, wide turns and stopping distances – we aim to address some of the most preventable causes of severe crashes involving teens.

The NDMCA was awarded a \$100,000 grant by the North Dakota Department of Transportation to complete the project, which it hopes to have ready by May.

This project directly supports the goals of North Dakota's Vision Zero strategy, which seeks to eliminate fatalities and serious injuries on our roadways. Vision Zero emphasizes shared responsibility and recognizes that every death on our roads is preventable. Our program is built to advance that mission by equipping young drivers with the knowledge and decision making skills needed to avoid high risk situations.

Drivers between the ages of 14 and 20 are involved in a disproportionate number of crashes statewide. According to the Vision Zero Plan, young driver fatalities increased by 60% from 2017 to 2021, with unbelted occupants, lane departures, and aggressive driving identified as leading contributors. The new tool also highlights the lack of public understanding around CMV blind spots, stopping distances, and turning requirements – areas where targeted education can make an immediate difference.

Our new learning modules will be accessible statewide, with a particular emphasis on rural communities where crash rates are highest and access to resources is often limited. The tool will be compatible with mobile devices, tablets, and computers, and will function both online and offline to ensure equitable access regardless of connectivity or location. Scenario based simulations will allow teens to practice hazard recognition in a safe, controlled environment, reinforcing safe behaviors before they encounter these situations on the road.

This initiative has already received a letter of support from the North Dakota Driver and Traffic Safety Education Association (NDDTSEA), and we intend for the modules to be integrated into driver education programs across the state. By supporting instructors and enhancing curriculum, we aim to strengthen the safety foundation for every new driver who enters North Dakota's roadways.

NDMCA brings a strong track record of statewide safety leadership to this project. As a nonprofit representing the commercial motor vehicle industry, we are a recognized Vision Zero partner and have successfully implemented numerous education and outreach programs, including "No Zone" awareness demonstrations.



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TRAVEL SMARTER WITH NORTH DAKOTA ROADS APP



Planning ahead can make all the difference on a long haul and the North Dakota Department of Transportation's ND Roads app is designed to help drivers do just that.

ND Roads puts real-time travel information at your fingertips, whether you're checking conditions before you roll out or keeping an eye on what's ahead. The color-coded map makes it easy to spot road conditions, travel alerts, and advisories across North Dakota.

Drivers can also tap into:

- Live road cameras to see conditions for yourself
- Work zone and incident information, including closures and blockages
- Load restriction details to help plan safe and legal routes
- Rest area locations
- Weather information from the National Weather Service, including radar and active warnings
- Quick access to travel maps for neighboring states and Canadian provinces -especially handy for longer routes

ND Roads is available online at travel.dot.nd.gov or as a free mobile app for phones and tablets, making it easy to check conditions wherever you are. For drivers who want updates pushed straight to them, NDDOT also offers travel alerts by text or email through its email system. You can sign up anytime at dot.nd.gov/email-and-mobile-subscription-service.

Before your next trip, take a few minutes to check ND Roads - it's like having a reliable co-pilot helping you plan a safer, smoother drive. Safe travels!

ELD Compliance Reminder

The Federal Motor Carrier Safety Administration (FMCSA) periodically removes Electronic Logging Devices (ELDs) from its list of approved providers. When this happens, motor carriers using a revoked device must discontinue use and transition to a compliant ELD within the FMCSA-designated grace period.

We strongly encourage members to routinely confirm that their ELD provider remains on the FMCSA's approved list to avoid compliance issues.

FMCSA Registered and Revoked ELD List

If your provider appears on the revoked list, contact your ELD vendor promptly to discuss next steps and ensure continued compliance.

Staying proactive helps prevent violations and keeps your operation running smoothly.



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UPCOMING EVENTS

**MAR
31**

Annual Vehicle Inspection and Pre/Post Trip Inspections-Webinar

**JUN
3**

NDMCA Foundation Golf Tournament, The Meadows, Moorhead

**APR
7**

Understanding Hours of Service and Driver Qualification Files-Webinar

**SEPT
1-2**

NDMCA Annual Convention, Alerus Center, Grand Forks

**MAY
9**

NDMCA Truck Driving Championship and Safety Expo- Holiday Inn Fargo

Visit <https://members.ndmca.org/calendar> for more information and to register.

CVSA's 2026 CMV Blitz Schedule

The Commercial Vehicle Safety Alliance (CVSA) has shared dates for next year's major North American commercial vehicle inspection and enforcement campaigns. With the CVSA's last major commercial vehicle inspection effort of 2025 complete, the agency is setting its sights on the schedule for the 2026 campaigns and enforcement activities taking place in the U.S., Canada, and Mexico.

See below for a schedule CVSA's planned commercial vehicle blitzes for 2026.

Human Trafficking Awareness Initiative

International Roadcheck

- In the U.S., the Human Trafficking Awareness Initiative is scheduled for January 12-16, 2026.
- In Canada, the Human Trafficking Awareness Initiative will be held February 23-27, 2026.
- In Mexico, the Human Trafficking Awareness Initiative is set for March 16-20, 2026.

The CVSA's annual Human Trafficking Awareness Initiative is a five-day human trafficking awareness, outreach, identification and prevention initiative aims to educate commercial motor vehicle drivers, motor carriers, law enforcement officers and the general public about the crime of human trafficking, the signs to look for and what to do if you suspect someone is being trafficked

International Roadcheck

- International Roadcheck is scheduled for May 12-14, 2026.

Taking place over 72 hours, International Roadcheck is the largest targeted enforcement program on commercial motor vehicles in the world.

Operation Safe Driver Week

- Operation Safe Driver Week is scheduled for July 12-18, 2026.

During Operation Safe Driver Week, law enforcement agencies use educational and traffic enforcement strategies to target unsafe driving behaviors performed by passenger vehicle drivers and commercial motor vehicle drivers

Brake Safety Week

- Brake Safety Week is scheduled for August 23-29, 2026.

During Brake Safety Week, inspectors will conduct brake system inspections (primarily Level IV Inspections) on large trucks and buses throughout North America to identify brake-system violations.

Unannounced Brake Safety Day

- The CVSA will hold an unannounced Brake Safety Day, one-day brake safety enforcement initiative, which may be held at any time during 2026.

During Brake Safety Day, commercial motor vehicle inspectors will conduct brake system inspections (primarily Level IV Inspections) on large trucks and buses throughout North America to identify brake-system violations.

Unannounced Hazardous Materials/Dangerous Goods (HM/DG) Road Blitz

- The CVSA will hold the HM/DG Road Blitz, an unannounced five day HM/DG inspection and enforcement initiative that can take place at any time during 2026.

The HM/DG Road Blitz involves inspections of commercial motor vehicles transporting hazardous materials/dangerous goods.

CVSA Inspection schedule

<https://cdllife.com/2025/cvsa-releases-dates-for-2026-commercial-vehicle-inspection-campaigns-including-roadcheck/>

UGPTI AWARDED \$1.9 MILLION IN FMCSA GRANTS

The Federal Motor Carrier Safety Administration recently awarded two grants totaling more than \$1.9 million to the Upper Great Plains Transportation Institute (UGPTI) at North Dakota State University. The awards will support two projects to enhance commercial vehicle safety and explore deployment of autonomous trucks in rural areas.

A \$1,249,653 grant was awarded to UGPTI for a project titled “Autonomous Truck Deployments in Rural and Northern Regions: Safe Testing, Operations, and Equipment Maintenance in Winter Conditions.” In the project, UGPTI will collaborate with MITRE Corporation to test autonomous vehicles under winter conditions.

“Autonomous trucks are already being deployed in specific markets that feature repetitive routes over interstate and arterial highways,” noted UGPTI Director Denver Tolliver. “But many challenges remain before autonomous trucks can be deployed in rural areas in northern regions, which will require year-round operations over two-lane rural roads. Testing and research are needed to facilitate the deployment of autonomous trucks where they are needed most: on roads with the worst safety records and in areas with severe driver shortages. A key component of this project will be identifying opportunities to improve large truck safety through automation.”

“Autonomous trucks are already being deployed in specific markets that feature repetitive routes over interstate and arterial highways. But many challenges remain before autonomous trucks can be deployed in rural areas in northern regions, which will require year-round operations over two-lane rural roads.”
- UGPTI Director Denver Tolliver

The grant will also support a third Autonomous Trucking Conference hosted by UGPTI to be held June 24 in Fargo. The conference will bring together stakeholders (including autonomous truck companies, technical experts, safety enforcement and transportation planning personnel, motor carriers, shippers, and logistics firms). Participants will discuss, debate, and provide input to autonomous truck development in North Dakota and the region and establish a North Dakota Autonomous Truck Working Group to drive solutions on key topics in support of autonomous trucking deployment in North Dakota. More details on the conference will be available soon at <https://www.ugpti.org/events/atc/>.

A \$689,661 grant to UGPTI will support a regional Commercial Vehicle Safety Summit in Denver, CO, the fifth such summit to be hosted and organized by UGPTI. The event, to be held in late 2026 or early 2027, will focus on success stories where education, enforcement, industry initiatives, new technology, or other factors have resulted in a demonstrated reduction in commercial vehicle crashes. The event will bring together experts from law enforcement, licensing agencies, universities, and industry. The latest information on the summit will be available at <https://www.ugpti.org/outreach/cvsc/>.



“Past summits have shown us that successful efforts to enhance commercial vehicle safety often come from collaboration and sharing ideas and experiences among various states, agencies, and universities,” noted Brenda Lantz, associate director of UGPTI and director of UGPTI’s Commercial Vehicle Safety Center. “The primary focus of this effort is to facilitate that exchange of ideas.”

The grants to UGPTI are part of \$71.6 million in grants awarded across the country by FMCSA in its High Priority Grant Program. The grants help fund efforts to support and evaluate innovative commercial motor vehicle (CMV) safety programs, target unsafe driving of CMVs and passenger vehicles in high-crash corridors, enhance the safe movement of hazardous materials, improve international transportation safety and compliance, demonstrate new technologies that promote CMV safety, support registration and compliance programs, improve safety data collection and analysis, and expand public education and awareness of CMV safety.

The High Priority Grant Program allows UGPTI and NDSU to be key partners in FMCSA’s national safety strategy – supporting law enforcement, advancing technology, and helping reduce crashes, injuries, and fatalities involving large trucks and buses.

The Upper Great Plains Transportation Institute at North Dakota State University provides innovative transportation research, education, and outreach that promote the safe and efficient movement of people and goods.



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- enrolled in or planning to enroll in a transportation field of study

*full list of eligibility requirements can be found online.

APPLICATION PROCESS

For more information and to download the application visit <https://www.ndmca.org/foundation/>.

Deadline to apply is April 1, 2026.
Winners will be announced in May 2026.



LOOKING BACK: ATA DELIVERED FOR TRUCKERS IN 2025

By American Trucking Associations

With 2025 in the rearview, the American Trucking Associations is looking back at the accomplishments of a consequential year and studying our roadmap to plot the route ahead as we continue to deliver wins for America's truckers.

From the White House, to agency headquarters, to congressional offices, to committee hearing rooms, ATA met with powerful decisionmakers in every corner of the nation's capital to advocate for policies that will strengthen our essential industry.

With the help of ATA's dedicated members, our message was heard loud and clear.

Engaging with Top Leaders

In January, a seismic shift occurred in Washington. A single-party trifecta, new agency leadership, and sweeping executive actions shook things up inside the Beltway. While other trade associations struggled to find their footing, ATA was fully prepared to capitalize on this opportunity to make progress on trucking's top issues.

President Trump's reelection allowed ATA to resume a productive relationship we had forged during his first administration to support an industry that provides good-paying jobs to more than 8.4 million Americans. Early on, ATA championed President Trump's nominations to lead key agencies, including Sean Duffy at USDOT, Lee Zeldin at EPA, and Derek Barrs at FMCSA.



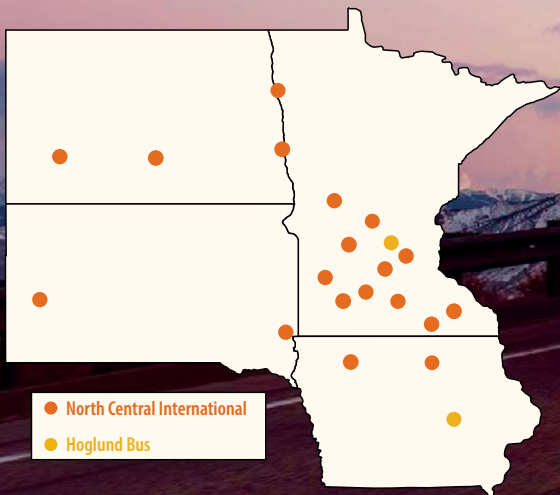
Our constructive approach was rewarded. In addition to establishing a positive rapport with the heads of agencies tasked with overseeing our industry, this year, ATA was invited—not once, but twice—to exclusive events at the White House, quite literally giving our members a front row seat in the halls of power.

Meanwhile, in the halls of Congress, ATA's influence was also on display. Our association was asked to serve as an expert witness nine times before various committees in both the House and Senate, on issues ranging from fighting cargo theft to protecting independent truckers to helping veterans find jobs in the transportation sector. These invitations amounted to ringing endorsements of ATA's position as the leading voice of America's trucking industry. Our repeated testimony was a testament to the deep relationships we have forged with lawmakers on both sides of the aisle.

Further solidifying ATA's relationship with Congress was a record-breaking Call on Washington season. This year's COW program shattered previous records, bringing 430 trucking leaders from 38 states to D.C., where they held 515 meetings with their representatives and added 245 cosponsors to our priority bills.



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These highly impactful interactions on Capitol Hill included face-to-face conversations with the top leaders in both the House and Senate: Speaker Mike Johnson and Majority Leader John Thune. ATA also encouraged our members to invite their representatives to visit their places of business, which resulted in 10 Members of Congress stopping by truck terminals to meet employees and hear directly from truckers about the issues that are important to them.

Image

Restoring Common Sense

All of this engagement across the executive and legislative branches has paid off. This year was defined by a string of pro-trucking policy victories. New regulations and new laws shaped by ATA have given a meaningful boost to our industry and helped to offset the enormously challenging headwinds created by the prolonged freight recession.

Of course, ATA's number one priority was to eliminate EV truck mandates. These exorbitant, wildly unrealistic regulations imposed by California and EPA set the trucking industry up for failure. If allowed to move forward, electrification requirements would have caused severe disruptions to the supply chain and sparked a wave of closures and consolidations.

ATA led the charge against these impossible emissions standards and laid the groundwork for their ultimate demise. In June, Congress passed resolutions endorsed by ATA that nullified California's EV mandates and blocked CARB's ability to issue similar regulations in the future. Shortly thereafter, in the culmination of over a year of ATA's advocacy, EPA announced the repeal of GHG Phase 3.

This course correction put the United States back on the path towards realistic national emissions standards. Restoring achievable emissions targets is a wise move given that this proven, collaborative model is



responsible for impressive environmental gains. It is the reason why 60 of today's trucks emit what just one truck did in 1988.

Furthermore, ATA has been in lockstep with the U.S. Department of Transportation this year as Secretary Sean Duffy has worked to close loopholes and strengthen oversight on driver qualification, training, and licensing—especially CDL integrity, cabotage violations, and English proficiency. These measures are not just regulatory wins—they're practical steps to restore integrity and level the playing field for motor carriers who operate safely and follow the rules.

And continuing the theme of restoring common sense to agency rulemakings, in September, ATA welcomed the U.S. Department of Labor's announcement that it intends to rescind the destructive independent contractor rule. This reckless, job-killing scheme finalized by Acting Labor Secretary Julie Su would have wiped out choice and crushed opportunity. ATA opened a dialogue with Secretary Lori Chavez-DeRemer on this issue before her confirmation and continued the discussion at our Mid-Year Management Session in Scottsdale, where she addressed our members. We appreciate that she and the Trump Administration stood up for the rights of hundreds of thousands of independent truckers.



Bismarck, ND 701-223-5235

Parts – Service – Sales





TRAVEL RESTRICTIONS FOR OVERSIZE AND OVERWEIGHT PERMITTED MOVEMENTS IN 2026

North Dakota Highway Patrol/Motor Carrier Operations
Oversize/Overweight Permit Office (10-2025)

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 twelve 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, 2026	Permitted movements <u>exceeding</u> 16 feet in width, <u>may not</u> travel from noon on December 31 until sunrise on January 2.
Martin Luther King Day	January 19, 2026	Permitted vehicles and load movements are allowed to travel as stipulated.
President's Day	February 16, 2026	Permitted vehicles and load movements are allowed to travel as stipulated.
Good Friday	April 3, 2026	Permitted vehicles and load movements are allowed to travel as stipulated.
Memorial Day	May 25, 2026	Permitted movements <u>exceeding</u> 16 feet in width, <u>may not</u> travel from noon on May 23 until sunrise on May 26.
Independence Day	July 4, 2026	Permitted movements <u>exceeding</u> 16 feet in width, <u>may not</u> travel from noon on July 3 until ½ hour prior to sunrise on July 6.
Labor Day	September 7, 2026	Permitted movements <u>exceeding</u> 16 feet in width, <u>may not</u> travel from noon on September 5 until sunrise on September 8.
Veteran's Day	November 11, 2026	Permitted vehicles and load movements are allowed to travel as stipulated.
Thanksgiving Day	November 26, 2026	Permitted movements <u>exceeding</u> 16 feet in width, <u>may not</u> travel from noon on November 25 until sunrise on November 27.
Christmas Day	December 25, 2026	Permitted movements <u>exceeding</u> 16 feet in width, <u>may not</u> travel from noon on December 24 until sunrise on December 26.
New Year's Day	January 1, 2027	Permitted movements <u>exceeding</u> 16 feet in width, <u>may not</u> travel from noon on December 31 sunrise on January 2.

4. North Dakota has a travel information map that provides width, length and height restrictions on state highways due to construction, road conditions, 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 Permit Office at 701-328-2621 or visit the NDDOT travel information map at <https://travel.dot.nd.gov/>



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