

## FEATURED SCHOOL

### Walla Walla Community College

#### CDL Program

Walla Walla, Washington

By Steve Harvey



Walla Walla Community College (WWCC) is among the best Community Colleges in the nation. Their CDL Program and is led by a man who understands students, technology and the trucking industry. Steve Harvey, Walla Walla Community College's Instructor for the 10-week Commercial Truck Driving course says, "We listen to our students and change as our students want to change.

Programs are designed around students. Our night program in the fall and winter runs from 6 p.m.-10 p.m. twice a week and 8 a.m.-4:30 p.m. on Saturday. It is built around working people so that anybody who wants to, can get their CDL. We advertise in every way imaginable but word of mouth is still the most effective, so meeting the students' needs and making sure they get what they want is very important."

New technology this year to the WWCC CDL program is the TranSimVST<sup>TM</sup>L3 Truck Driving Simulator. Instructor Steve Harvey says, "The L3 helps because we can place our students at different levels on slick roads. When they go across a slick bridge we can increase it so that the student gets the feel of breaking a little loose. We can lock up tires, smoke brakes; do a lot of things that can happen on real trucks that we cannot train on in real trucks. We can blow out tires, have a gust of wind at 80 mph hit them, have an empty or weighted load, we can make a high wind to blow them off the road, up to 100 mph. The students can use the L3 Simulator as much as they want. It can be overwhelming at first so we start them off slow, with a nice easy, short city trip then add as they get used to it."



When Harvey started the WWCC CDL program in 2004 he immediately created a Pre-trip Inspection video and mounted it to YouTube. That instructional video, a WWCC CDL promotional video and a subsequent video series with Tom Woods of the Commercial Vehicle Division of the Washington State Patrol have garnered more than 62,000 YouTube hits. If you Google, search two words *WWCC CDL* you will find those videos. Harvey says, "Having a web presence with a lot of YouTube videos means that when people do research, our name comes up a lot. We use a lot of computer technology in our program to make sure that students will be familiar with the technology they will be using in their futures."

Steve Harvey continues, "We have to innovate and collaborate. We try to get close to industry and work with companies because if there are more companies that will hire people and then send them to us for their training, recruitment becomes easier. We have several companies who do that. Another thing we do in advertising is any time you can get education, government and private enterprises on the same page, good things happen."

Steve Harvey concludes, "One problem with truck driving today is that it does not always have a good public image. You cannot just have Truckload Carriers Association or the National Association of Publically Funded Truck Driving Schools trying to clean up



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## REGIONAL MEETINGS 2013

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To be Determined

- Region 3

October 8-9, 2013

Hosted by Des Moines Area Technical College,  
Des Moines, IA  
Contact David Pfiffner

the image. We think by fixing up our trucks and making them look professional, we can drive recruitment because it contributes to a cleaner image of the industry... Each and every person is responsible and it must be done collaboratively to get more young people into our profession. “

## President's Message

*Rob Behnke*



Hello Everyone,

I hope this finds you all well and thankful for our long awaited and beautiful springtime of the year. I am not sure about you but I am glad to see ‘ole man winter’ go away, and oh what a spring it is, not only the spring flowers and warmer temperatures but also the germination of regulations. It looks like we will have a very busy 2013, working our way through some of the previously proposed rulings coming to fruition this summer and fall. Please stay connected to both your state and federal rulings as the effective dates become reality in the coming months. Whether the topics dealing with the Hours of Service, CSA, CDL Learner’s Permit, CDL Testing Restrictions, or Entry-Level Training, your NAPFTDS regulatory committee, board members and website will be a great resource for these rulings.

The Regional Meeting committee is also doing a great job preparing for a great late summer early fall host of meetings across America. Please keep a close eye on the website for locations and dates for the regional meetings. I believe at the time of my writing there still may be one or two regions seeking hosts, so please consider this amazing opportunity.

The results of our recent annual conference in St. Petersburg, Florida show that it was one of our best attended conferences in some time. Thank you for all who were able to attend and contribute to the association in one way or another. As we comb through the surveys we will be contacting those who showed interest in contributing even more-thank you!

Keeping an eye on our association’s mission, one does not have to look far to see the value we bring to our constituents. I want to commend all of you, Affiliate, Associate, Full Members, our Partners for keeping your focus on quality. From quality education to quality skill-sets, to quality career choices we most certainly have something great to offer. Please keep your passion out in front of everything you do.

I look forward to hearing from all of you throughout the year. As your President I invite you contact me, your board members and your committee members with any of your passionate thoughts, questions, and suggestions. Networking is one of our strongest assets and so together we will continue in offering quality to our industry.

Have a successful Spring and Summer – Hope to see you at the Regional meetings in the fall.



## EXECUTIVE DIRECTOR REPORT

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*By Robert McClanahan*

About 20 years ago, Congress mandated DOT to come up with a regulation on entry-level training. About 10 years later, they did. You know, the entry-level training requirement for Driver Wellness, Driver Qualification, Hours of Service and Whistle Blower protection. Nothing about skills or what a driver should know to safely operate a commercial vehicle. Well, that didn’t fly, so in 2007 they came up with a proposed minimum driver training requirements. Here we are in 2013 and still no final ruling. So, again Congress mandated that FMCSA come out with a final rule for minimum driver training requirements. I believe that the mandate stated that the ruling be published by July of this year, but FMCSA said they would publish this in September this year. Now I am hearing Administrator Ferro say they may not come out with the rule until sometime after the first of the year. 2014! I can’t say how many dates I have heard for the final rule over the last 20 years, but it has been many. Too many.

The issue is safety. What does it take to make a safe driver? There are safety advocates, trucking companies, driver training schools and even experienced drivers out there with their opinions. Even us individuals with our own ideas on the subject. All make good points on certain issues, but none can agree on all the issues in the proposed regulation or

[djpiffner@dmacc.edu](mailto:djpiffner@dmacc.edu)

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• **Region 4**

November 7-8, 2013

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Contact John Rojas

[jrojas@delmar.edu](mailto:jrojas@delmar.edu)

• **Region 5**

September 19-20, 2013

Hosted by

Southern State Community College,

Hillsboro, OH

Contact Eddie Mullins

[emullins@sscc.edu](mailto:emullins@sscc.edu)

• **Region 6**

October 21-22, 2013

Hosted by

Tennessee Technology Center at

Chattanooga and

Albany Technical College, Albany GA

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Contacts Don Hunt

[don.hunt@chattanoogaastate.edu](mailto:don.hunt@chattanoogaastate.edu) and

Kenny Rogers

[krogers@albanytech.edu](mailto:krogers@albanytech.edu)

• **Region 7**

September 26-27, 2013

Hosted by

Cecil College, Elkton, MD

Contact Kenny Rogers

[krogers@cecil.edu](mailto:krogers@cecil.edu)

what should be in the regulation. Bottom line, no one really wants a regulation and no one wants the feds to tell schools how to train. The exception may be the safety advocate groups.

Some say there needs to be a “study” to determine if a better trained student is a safer driver than perhaps someone that had no training at all. And how long that training should be and what type of credentials should a school possess. All this to determine what should be done to make certain that trained drivers are safer drivers. I’m going to go out on a limb here and say that there cannot be a proper study to determine if a training has an effect on safety. Yes training helps, but all the training in the world cannot guarantee that a driver will be safe. Over the past 40 years in my career in trucking, I have known some really bad drivers that by sheer luck, never had an accident. I have also known good drivers that by being at the wrong place at the wrong time had accidents. Safety is an attitude that we have to instill into our students. Even that will not guarantee they will always be safe. It takes time to instill this attitude and patience from all you good instructors. You teach more than just passing the CDL and just getting by with your proficiency testing. You teach or you should be teaching what it takes to be a professional driver and to have the right attitude to be as safe on the road as possible. I doubt that I will see the final rule on training. This will most likely be the last I speak about it. Most of you will be glad to hear that!

Be Safe!

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### ***FMCSA Unveils More Medical Examiner Rule Changes***

*The Federal Motor Carrier Safety Administration has unveiled a second round of changes to the Medical Examiner rule. In a request for comments, the Agency revealed a plan to require same day reporting of medical results to the Federal government.* FMCSA — already shaking up the industry by restricting Medical Examiner status to a select few — has now proposed that driver medical results be reported to the Federal government. Under proposed new rules, Medical Examiners would be required to send in the results of a DOT physical on the same day that it was performed.

To provide for the complicated logistics of this, FMCSA would create a new electronic reporting system for doctors to use. FMCSA has also released a new Medical Examination Report Form for use during a DOT Physical.

In a move that carriers may be pleased by, FMCSA has said that if this system is put in place, they would stop the requirement for a driver to provide a Medical Certificate to his or her employer and State Licensing Authority. The state would be able to look up the driver in an online registry.

#### **Same Day Reporting**

Under the proposed rule, a driver would visit a doctor (registered on the National Registry of Certified Medical Examiners) and undergo a standard DOT Physical. The doctor would then be required to send the results of all the physicals done in a day to FMCSA via the online system.

This would include physicals that were failed as well as passed. FMCSA would then send the information to the appropriate state.

Essentially, this would take the burden of providing a Medical Examiner’s Certificate off of the driver and onto the doctor. FMCSA would thereby remove the ability of a driver to go to another doctor if they don’t pass the physical.

This is a sign of the level of partnership that FMCSA is trying to build with the National Registry of Certified Medical Examiners. These doctors will have received training on the safety implications of the physical and the importance of driver fitness.

#### **Online Reporting System**

In the Notice of Proposed Rulemaking, FMCSA has estimated that that electronic reporting system would save states and drivers \$10.1 million every year. Interestingly, however, they cited only a vague improvement in roadway safety: “Although the safety benefits of this rule are difficult to fully quantify, the agency believes that the fraud prevention in electronic transmission of [medical certificates] will continue to improve safety on public roads,” FMCSA said in the NPRM.

#### **Medical Examiners**

This is the second wave in changes to the Medical Examination process, however, FMCSA is far from ready with the first round of changes. Under that plan, drivers would no longer be able to visit any doctor to receive a DOT Physical. Instead, they would have to visit doctors who have received additional training on commercial driver requirements and have passed an examination.

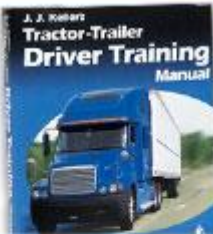
This will dramatically reduce the number of doctors available to perform physicals. FMCSA has said that it expects about 40,000 registered doctors by the May, 2014 implementation date. As of April of this year, however, only 800 doctors had taken part. Registration has been open since summer of 2012.

Special thanks to our ad sponsors in this issue of



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## Commenting

Your comments are encouraged. This is your opportunity to make your voice heard. FMCSA does read all comments and responds to commonly cited complaints or concerns during the rulemaking process. You may submit comments identified by Docket Number FMCSA- 2012-0178 using any of the following methods:

- Web: <http://www.regulations.gov>.
- Mail: Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building, Ground Floor, Room W12-140, Washington, DC 20590-0001.
- Hand Delivery or Courier: Same address, between 9 a.m. and 5 p.m. E.T., Monday through Friday, except Federal holidays.
- Fax: 202-493-2251.



## 24th NAPFTDS ANNUAL CONFERENCE!

*... make your travel plans now!*

*March 10-12, 2014*

*The 2014 Convention will be held at the Francis Marion Hotel, Historic Downtown Charleston, South Carolina.*

### Room Rate:

*\$139 + tax per night*

### Tentative Convention Schedule

- Sunday March 9 - Board Meeting, Afternoon
- Monday March 10 - Booth Set up, Morning; Training/Workshop, Afternoon; Reception, Evening
- Tuesday, March 11 - Welcome/General Sessions; Banquet, Evening
- Wednesday, March 12 - General Sessions

### Convention Registration Fees:

*\$325 Member Registration Fee  
\$475 Non-Member Registration Fee*

So, what are you waiting for ... start your planning TODAY!

## NEWS RELEASE

### **Randall-Reilly Announces 2013 Trucking's Top Rookie Program**

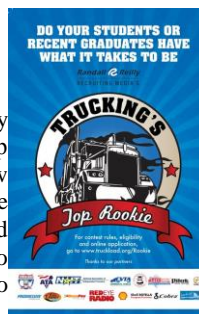
Two years ago, Recruiting Media, a division of Randall-Reilly pursued a suggestion from the CVTA and launched a Trucking's Top Rookie contest to increase pride and professionalism among new drivers, and promote the truck driving career choice during a severe shortage of drivers. Through its many trucking periodicals and industry partners like Shell ROTELLA and the Red Eye Radio Network, Randall-Reilly was able to promote the contest and to recognize 29 nominees.

"We had a great response to last year's contest thanks to our sponsors and support from the association partnerships (TCA and their school committee, ATA, CVTA, NAPFTDS and PTDI)," Scott Miller, Senior Vice President, Sales for Randall-Reilly, said. "Trucking's Top Rookie continues to grow and was recently endorsed as an official Image and Outreach Program by the American Trucking Associations. We also have an additional sponsor this year, Rand McNally. With \$25,000 in cash and prizes plus more time for entries, this year's contest promises to be bigger and better."

Any CDL holder who has graduated from a PTDI certified, or NAPFTDS or CVTA member driver training school within the past year and has been employed by a trucking company for less than one year, is eligible for the award.

Nominations may be made by motor carrier employers, training organizations, the general public and/or other interested parties. There is a standardized nomination form, which can be completed online at <http://www.truckload.org/rookie> between May 15 and June 21, 2012.

An expert panel of judges, which includes representatives from motor carriers, schools (both public and private), suppliers and trade associations, will identify 10 finalists. The winner will be interviewed by Eric Harley on RedEye Radio Network and will be recognized during a press conference at the Great American Truck Show in Dallas, TX.



## **SAVE the Workforce Investment Act (WIA) Funding**



NAPFTDS is joining with CVTA to  
"save the WIA funding."

Please have your students click on  
the WIA Logo on our website,  
[www.napftds.org](http://www.napftds.org) and complete  
information being compiled for:

### **STUDENTS' VOICES**

### **TO BE HEARD**

so that future students will have  
WIA funding available



## **Board of Directors**

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The 2013 Trucking's Top Rookie winner will receive: a \$10,000 check; a custom plaque from Award Company of America, a property of Randall-Reilly; a RoadPro Getting Started Living On-The-Go Package; \$1,000 cash and 100,000 MyRewards points from Pilot Flying J; a year's supply of 5-Hour Energy drinks; a GPS unit and CB radio from Cobra Electronics; an American Trucking Associations "Good Stuff Trucks Bring It" package, and a Rand McNally Motor Carrier Road Atlas.

The other nine finalists will receive \$1,000 and a similar prize pack.

The nomination website, [www.truckload.org/rookie](http://www.truckload.org/rookie), is now "live", so schools can begin submitting applications.

Please nominate your deserving drivers today!

### Membership Restructure for 2014



The Membership committee has been charged with the task of "overhauling" the membership criteria to align with the restructure of membership fees and the "Partner" formerly sponsors.

The following rate and membership restructure has been approved by the Board. It is as follows:

#### Membership & definition:

**Full Member (2014 rate \$225)** - Any publicly funded school or representative employee of that school engaged directly in providing truck driver training shall be eligible for FULL membership in this Association. Each Full Member of the Association shall have one vote and is eligible for a position on the Board of Directors.

**Affiliate (2014 rate \$325)** - 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. Affiliated members are non-voting and ineligible for the Board of Directors.

**Associate (2014 rate \$425)** - Any industry or representative employee of that industry which indirectly supports public truck driving schools shall be eligible for ASSOCIATE membership. Associate members will be limited to agencies such as trucking companies, insurance companies, publishers, and equipment manufacturers interested in the welfare of publicly funded truck driving schools. Each Associate Member shall have one vote in general membership meetings. In accordance with the terms of these Bylaws, Associate Members are eligible to serve on the Board of Directors.

#### **Partners are:**

Partners are inclusive to any membership, Affiliate, Associate, or Full. Only "partners" are eligible to have a display booth at the National Annual Convention. Space for display booth at all Regional meetings. For a booth at a Regional Meeting, it is at the discretion of the regional host to include "local" vendors who are not members of the Association, as well as a "Partner."

**Platinum Partner** – \$10,000 and includes:

- Space for Display booth at all receptions at Nat'l Convention
- Registration for four participants at Nat'l Convention
- Space for display booth at all Region Meetings
- Annual membership dues
- Advertising in quarterly issues of Learning Curve
- Feature article in Learning Curve
- Listing associate company on links page on NAPFTDS website
- Placing company logo and link on all pages of website

**Gold Partner** - \$5,000 and includes:

- Space for Display booth at all receptions at Nat'l Convention
- Registration for three participants at Nat'l Convention
- Space for display booth at all Region Meetings
- Annual membership dues
- Listing associate company on links page on NAPFTDS website
- Placing company logo and link on website "home page"

**Silver Partner** - \$1,250 and includes:

- Space for Display booth at all receptions at Nat'l Convention
- Registration for two participants at Nat'l Convention
- Annual membership dues

Central Community College

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### Annual Event Convention Sponsorship:

\$2000 – Breakfast  
\$1000 – Break  
\$2000 – Lunch  
\$2500 - Special Event or Banquet

On behalf of all our members and constituents, NAPFTDS strives for continued value added conferences. With these recent changes, NAPFTDS will meet and exceed its mission and member expectations.



**Truckers Against Trafficking (TAT)** now has their database up and running that will record how many members of the trucking industry have been trained with anti-trafficking materials (TAT DVD and wallet card). Please click on their website and click here [TAT Certified button](#) and follow the instructions. Let TAT know how many student drivers or company drivers that have been trained with TAT materials. This will be an official database in terms of reporting back to the USDOT how many members of the trucking industry total have been trained. OOIDA, the TCA, the ATA and NATSO have all agreed to this and will be driving folks to our website to register.

Kendis Paris  
TAT Executive Director  
720-202-1037  
[truckersagainstrafficking.org](http://truckersagainstrafficking.org)

### Constructing Lesson Plans: Connecting the Dots ... from the Classroom to the Truck

**Wednesday, June 12, 2013 12:00 noon - 1 p.m. EDT Price: FREE**

Chris Antonik, M.Ed. Delaware Technical Com College  
Ron Goode, M.Ed. Truckload Carriers Association – Moderator

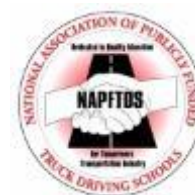


**Meeting Description:** In today's outcome-driven climate, students and industry demand high-quality, consistent results from educators. Hand-in-hand with the ability to produce results, instructors and administrators need to be able to document their objectives and methods. Schools must provide consistent instruction to all students from day to day, class to class and from year to year. [MORE](#)

- For **administrators**, clearly written lesson plans provide a means to ensure that all training standards and objectives are being met and consistent instruction is being delivered by every instructor.
- For **instructors**, clearly written lesson plans provide necessary and valuable guidance needed to ensure consistent instruction is delivered to all of your students.
- For **students**, clearly written lesson plans ensure they receive equal learning opportunities and are on track to succeed.

#### Webinar will address:

- What is a lesson plan?
- What exactly is a lesson?
- The concept of Backwards Planning
- Using PTDI standards to create learning objectives
- Examples of knowledge standards
- Examples of skills standards
- Using PTDI standards for lesson plan design
- Basic elements of a lesson plan
- Example of classroom lesson plan
- Example of Behind-the-Wheel lesson plan
- Example of Behind-the-Wheel training
- Questions & answers



### Important notice to prospective new NAPFTDS members!

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 application at our website, [www.napftds.org](http://www.napftds.org) or **CLICK** on the above logo. While we have generous supporters, member dues are the backbone of our Association.



### We want to hear from our subscribers!

Please email Crissie Moffet at

[cmoffet@napftds.org](mailto:cmoffet@napftds.org)

with your comments.

*We can't fix anything  
if we don't know it is broke!*

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