



NMTA 511

8745 Technology Way # E,
Reno, NV 89521
Phone (775) 673-6111
Fax (775) 673-1700
Website: www.nmta.com

May 2007* David L. Ipson, President * Paul J. Enos, CEO
Dial 511 for Travelers Information in Your State



NMTA is representing you at legislature. Go to www.nmta.com and click on the bill tracking tab for more details.

NMTA RENO OFFICE OPEN HOUSE

Some members may still not be aware that Nevada Motor Transport Association (NMTA) has moved from its previous Sparks location to a new office in Reno. The new office is located at 8745 Technology Way, Suite E, Reno, Nevada 89521. Whether you have visited our new office or not, please join us for an Open House on June 12, 2007, from 5:00 PM to 7:00 PM.

At the Open House, members and friends can get a first hand look at our new administrative offices, training room, No-Zone truck garage, and the great memorabilia our members have donated to decorate the office. NMTA will also serve refreshments. Make sure to mark the June 12th Open House on your calendar. Directions to the new office can be found

Managing Editor, Amy Levine Nevada Motor Transport Association Index

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on our website at www.nmta.com. The link is to the left in the blue square. If you plan on attending please R.S.V.P. by May 15th to jamie@nmta.com.



NMTA Office
8745 Technology Way, Suite E Reno, Nevada

NEVADA STATE TRUCK DRIVING CHAMPIONSHIPS

NMTA, the Nevada State Truck Driving Council and American Trucking Associations will sponsor the Nevada State Truck Driving Championships on June 9, 2007, beginning at 7:00 AM. The competition will take place at the Army National Guard Airport, 19980 Army Aviation Drive, Reno, Nevada 89506. The championships will be collocated with the Nevada Highway Patrol Inspectors’ Challenge competition.

All driving contestants must be accident free since April 2, 2006; have one year full time driving for the same company; and be either a Nevada resident or based at a Nevada terminal. Contestant companies must be NMTA members, and submit their driver’s complete application package and \$60 entry fee by May 25th. Visit www.NMTA.com for competition and application details.



NATD GOLF TOURNAMENT

The Nevada Association of Transportation and Distribution (NATD) is accepting registrations for its annual Scholarship Fundraising Golf Tournament, to be held at the Washoe County Golf Course, on May 18th 2007 at 1:00 PM. The tournament will help

fund four scholarships a year for the next two years.

Golfing participants must prepay an \$80 per person entry fee, which includes two drinks and a buffet supper. The tournament is limited to 36 foursomes, and since it has sold out for the last eight years, early registrations are recommended. Visit www.NMTA.com for registration details.



NDOT IDLING REDUCTION LECTURES

The Nevada Department of Transportation (NDOT) and the Regional Transportation Commission (RTC) of Southern Nevada will be presenting a free public lecture on the “Benefits of Idling Reduction.” Pat Mohn of NDOT will give the lectures at the RTC building, 600 S. Grand Central Parkway, Las Vegas, Nevada on the following dates:

May 30, 2007	10:00 AM	Room 296
July 25, 2007	10:00 AM	Room 108
August 29, 2007	10:00 AM	Room 108
November 14, 2007	10:00 AM	Room 108

This lecture will outline the cost and environmental benefits of reducing the idling time of diesel powered motor vehicles and equipment, including fuel conservation and increased engine life. Space is limited to 50 attendees per lecture, so please pre-register. Contact Pat Mohn of NDOT at (775) 888-7693, or pmohn@dot.state.nv.us.

THE TRUCK SHOW LAS VEGAS

The Truck Show Las Vegas will take place June 7-9, 2007 at the Las Vegas Convention Center. The Truck Show Las Vegas is now a Randall-Reilly Publishing Company event, which is the same company that brings the Great American Trucking Show to Dallas.

The show producers expect over 350 entities to exhibit their truck, trailer and transportation related products. As always, the event will offer relevant educational seminars. An added convenience will be free on site truck parking.

Visit www.TRUCKSHOW.com for registration, hotel and travel information.

BUFFALO DRIVE EXTENSION

Among the numerous conditions contributing to accidents and congestion on State Route 160 (SR 160/Blue Diamond Road) in Las Vegas, one significant factor has been a lack of north/south routes connecting the I-215 with Blue Diamond Road. As of April 2, 2007, Clark County Public Works opened a continuous stretch of Buffalo Drive between I-215 and Blue Diamond. Prior to that date, Buffalo Drive southbound ended at Windmill.

However, truck drivers looking for a nonstop north/south route will not find it on Buffalo. The stretch of Buffalo between I-215 and Blue Diamond features two intersections with stop signs, followed by two intersections with traffic circles, and concludes with the newly activated traffic light at Blue Diamond.

UTAH FUNDS HIGHWAY PROJECTS

While some states are siphoning off money from their highway funds, western region states should take an example from Utah which appears to have made highway spending one of its top priorities.

Utah is experiencing the happy occurrence of a \$1.7 billion state budget surplus, and the state will allocate \$1.4 billion of the surplus to Utah Department of Transportation (UDOT). The UDOT budget appropriation would be the largest received in ten years, and the funds should be available for projects beginning July 1, 2007.

UDOT and the Transportation Commission have made a tentative priority list of projects which include Interstate 80 (I-80) bridge work; I-80 reconstruction from State Street to Parleys Canyon; the I-15 Ogden overhaul; Bangerter Highway and 3500 South improvements; the Legacy Parkway project; Davis County traffic congestion choke point relief; Salt Lake County traffic congestion relief; and Utah County traffic congestion relief.

The UDOT maintenance budget should also receive an infusion of capital. Some funds will be used to counter the high costs of building materials, including petroleum based products. A \$90 million per year appropriation will be used to pay off \$1 billion in bonds for the Mountain View Corridor project in Salt Lake and Utah Counties.

THE HISTORY OF THE INTERSTATE HIGHWAY SYSTEM

On June 29, 1956, President Dwight D. Eisenhower signed into law the Federal Highway Act of 1956, which launched one of the most ambitious infrastructure endeavors in the nation's history. However, the Federal Highway Act was not the beginning of President Eisenhower's interest in interstate transportation. In 1919, President Eisenhower was a young soldier in an interstate convoy from Washington D.C. to San Francisco. The convoy trip took 62 days, which was considered a record setting pace in that time.

During World War II, General Eisenhower had the opportunity to see Germany's autobahn highway system. From a military perspective, an interstate highway system made perfect sense, but Eisenhower looked beyond the national security aspect and saw the prospects for both job growth and interstate commerce. In 1956, the states were quick to respond to the Federal Highway Act. Missouri was the first state to start interstate construction, with groundbreaking for I-70 in St. Charles County in August 1956. Kansas completed eight miles of U.S. 40 near Topeka in September 1956.

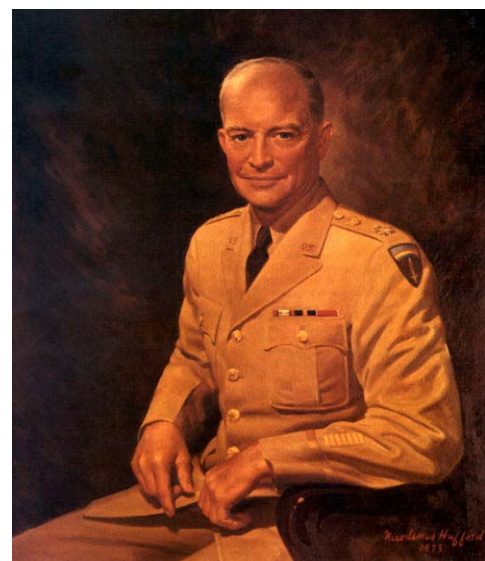
The bulk of the road building occurred in the 1960's and 1970's. The total cost of the interstate system is estimated at \$145 billion. There are currently 62 separate highways; nine transcontinental or border-to-border routes; 55,500 bridges; 15,000 on-and-off interchanges; 104 tunnels; and zero red lights. The longest interstate highway is I-90, with 3,020 miles between Seattle and Boston. The most expensive section of I-90 was Boston's Big Dig, completed in 2006 at a cost of \$15 billion.

President Eisenhower envisioned a unified road system to be able to mobilize the military and evacuate civilians in the event of a disaster. In that sense, the American interstate system has been a success by moving masses of people and supplies during weather related events like hurricanes. Although the interstate system comprises only four percent of the total U.S road network, it carries more than 40 percent of all highway traffic, and 75 percent of commercial truck traffic.

2006 marked the golden anniversary of the interstate, and during those 50 years America has changed from a country of family farms and small towns, to a nation with large corporations and sprawling metropolitan cities. The population has moved from the inner city to the suburbs. In 1960, one third of the population lived in the suburbs. By 2000, nearly one half of the population lived in the suburbs. Also, the interstate has allowed just-in-time production techniques

to flourish. Companies can reduce their need for warehousing, since shipping by interstate commercial truck has become more efficient.

Building the interstates was one challenge. Now the current test is maintaining and expanding the roadways as they age. This is an issue that will generate ongoing debate as few politicians want to tackle the complex problem of highway funding. The reality is that the interstates have helped make our country what it is today. They are an evolution which started a revolution in the way we live and work.



Portrait of General Dwight D. Eisenhower




NMTA New Members April 2007

- C.H. Destination (dba Canyon Coach Line)
- BT Incorporated (dba Bonneville Transloaders)
- Boss Tanks, Inc.
- Asphalt Concrete Recycling Center
- Kiefer & Sons Grading
- Kiefer Construction

TRUCKER TIP **#14**
**YOU CAN'T MAKE
A LIVING WHEN
YOU'RE DEAD.
BUCKLE UP.**

A message from: Nevada Department of Public Safety.
In partnership with: Federal Motor Carrier Safety Administration.


www.BuckleUpTrucker.com

May NMTA Safety Training Classes

May 17, 2007

NMTA Office, Reno

1:00pm

**Hazmat Transportation Regs. & Security Plan
(FMCSA)**

May 23, 2007

Nevada Beverage, Las Vegas

1:00pm

**Hazmat Transportation Regs. & Security Plan
(FMCSA)**

R.S.V.P. for classes to: jamie@nmta.com

For more information on training classes visit our
website at www.nmta.com

LEADERS IN TRUCK INSURANCE

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www.jjkeller.com/master



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