

<p>October 12-13, 2006 Las Vegas, Nevada</p>	<p>WASHTO Committee on Highway Transport</p>
<p>Meeting called by: WASHTO Committee</p>	<p>Facilitator: Jim Wright, Washington DOT Rick Clasby, Committee Chairman, excused</p>
<p>Item: Welcome</p>	
<p>Discussion:</p>	<p>Jim Wright welcomed everyone to the meeting and asked for introductions from the group. He turned the time over to Dick Yeoman, NV DOT, who introduced Jeffrey Fontaine, the Nevada DOT director. Mr. Fontaine welcomed everyone to Las Vegas and expressed his support of the WASHTO organization and it's efforts to facilitate the transportation needs of the west. He gave a brief description of some of the current transportation projects happening in Nevada.</p>
<p>Item: Non-Divisible Bridge Analysis</p>	
<p>Discussion:</p>	<p>Richard Dungan from AZ Over Dimensional Permit Council reported on the Non-Divisible bridge analysis engineers group. Their mission is to get a uniform configuration of axles and weight. They are currently using existing formulas and rules and put them together for a new method of calculating weight, length and tires per axles. Their next goal is to adopt an axle group calculation and classify bridges.</p>
<p>Item: Trucking Needs</p>	
<p>Discussion:</p>	<p>Paul Sudmire from the Idaho Trucking Association asked the committee to consider amending the Guide and allows higher weights on axles for LCV's. There is some new technology for wide based tires and this configuration helps with gas consumption and the trucks can carry heavier loads. He passed out a proposal for allowable weight per inch width of tires. The would like to submit this to the federal legislation. Stan Lew from Michelin Tires explained some of the benefits of the wide tire.</p>
<p>Handout(s):</p>	<p>Handout on MHTA Model Legislation Concerning Allowable Loads on Types of Tire Equipment</p>
<p>Item: DI 9 Accident Forms</p>	
<p>Discussion:</p>	<p>Jackie Haus from the University of Utah discussed the new DI 9 form. Ms. Haus showed a short film on filling out the DI 9 forms correctly. She gave a brief explanation on how Utah came about making up this new form and the benefits of having this additional information. Utah used engineers, UDOT people and police officers to help develop the current new form.</p>
<p>Handout(s):</p>	<p>New DI-9 form.</p>
<p>Item: Highway Watch Program</p>	
<p>Discussion:</p>	<p>Baysul Parker, the California State Director of the Highway Watch Program gave a brief history of how the program came about. Highway Watch was incorporated after 9-11 when the trucking industry was turned over to Homeland Security. They found that many terrorist organizations will use trucks to transport equipment that can be used as a weapon. They are encouraging state and private employees working with the public to be trained in Highway Watch. So far they have trained about 450,000 people and are hoping to have three billion trained eventually. Responsible citizens can give valuable information on situations that don't look right. Mr. Parker gave out a packet to each person who wanted one for self-training.</p>
<p>Handout(s):</p>	<p>Highway Watch packet for self-training purposes. Your can contact Mr. Parker at 209-548-9158 for pamphlets.</p>
<p>Item: SASHTO-WASHTO Regional Permit Agreement</p>	
<p>Discussion:</p>	<p>Norm Hill from OK DOT reported on the new language for the combined regional permit. In the last WASHTO meeting in St. Louis a committee was set up and asked to draft something on size and weight for a joint regional permit. It was decided in the committee that the WASHTO permit was the most usable and the committee chose Mr. Hill to write it. He used the draft</p>

	<p>prepared by Denny Silvio, LA DOT, to write the new permit. It was decided the permits need to offer some advantages and proficiencies to provide a service to the industry. They also determined that the current permit needs to be expanded. Carol Davis, TX DOT, stated that there is a need in promoting the permit and educating customers so they know about it. This will fall back on the states to do the advertising in their states. This could be available at truck stops and ports of entry. Glenda Perkins said she would like to see a list of all the states with web site permitting. Cheryl Jackson Reeves pointed out that more states need to become automated in making the issuing of these permits more efficient. It was also pointed out that a lot of the WASHOT states are involved in the permit but do not issue any and the brunt of this seems to fall on Idaho. Doug Ball, SC&RA, pointed out that they don't find a lot of use for the permit because it's not seamless. One of the things the WASHOT group can do is to use their expertise to educate their state legislation to try and centralize their permitting systems and then disperse funds to the small jurisdictions that are not trained in permitting and slow up the process.</p>
Action Item:	Prepare list for states with web site permitting.
Item: TRB Study on LCV Operation	
Discussion:	<p>Mark Berndt, TRB Chairman, conducted a discussion on truck size and weight and highway productivity research. TRB used several existing truck size and weight research studies and came to the conclusion that there is not a strong support from elected officials of states within the region for a change in truck size and weight limits. There also doesn't seem to be any federal interest in promoting changes. They would like to see states harmonize LCV laws, state options for six axles, 97,000 lbs, uncap Formula B for five axles, limited expansion of LCV's and state option for double 33 foot trailers. Mr. Berndt asked the states to let them know what companies are running special operations in their states.</p> <p>Their committee's goals are to reduce fatalities associated with vehicle weight differentials, enhance and improve highway transport efficiency, and identify truck configurations that allow higher capacity trucks to use the highway system. One project they are working on is to recommend revision of legal loads for posting.</p> <p>The gross vehicle weight from state to state is not uniform and results in inefficiency. We need a standard "caps" for length and weight. We need to identify the institutional barrier in developing an envelope vehicle. Vehicle safety improvement has occurred since the ISTEA freeze and should be taken into consideration. Leanna Emmer, ND DOT, also suggested that there be a designated corridor for LCV's between states to help the vehicles run through states without having to be broken down. This could be a reduction in traffic and fuel consumption.</p>
Item: Update on WASHOT Main Web Site	
Discussion:	<p>Leanna Emmer from the North Dakota DOT reported on her assignment to look into the possibility of having a central web site to have information on the COHT that would be available to everyone. She feels it's important to have a website so that members that are having trouble attending meetings will have the tools to provide information to the committee. Carol Davis, TX DOT, suggested a small group be formed to get this going.</p>
Item: Interim Committee Action Reports	
Discussion:	<p>Trans-Texas Corridor Presentation</p> <p>Carol Davis from TxDOT gave a presentation on the Trans-Texas Corridor. The corridor was developed because the population and road use had increased a great deal in the last 10 years. Most of the existing funding goes to maintain and operating the existing infrastructure. Right now Texas is facing an \$86 billion shortfall. They are looking at private/public partnerships and have come up with a way to address the issue. They will have a system of toll roads that are complete new and use separate lanes for passenger and large trucks. This will be phased in during the next few years. Norm Hill, OK DOT, brought up the point that this corridor is going to really affect Oklahoma's roads. It will cause heavier traffic through OK and OK does not have the money right now to make these changes. The TxDOT goals are to reduce congestion, enhance safety, expand economic opportunity, improve air quality and increase the value of transportation assets. Their plan is to use all financial options to build transportation projects, help local and regional leaders to solve transportation problems in their areas, encourage competition of drive down the cost of transportation projects and make decisions on what consumers really want.</p>

	<p>Western Regional Permit Expansion Ray Hutchinson, TxDOT, led a discussion on the Western Regional Permit expansion. The committee he was on in the last COHT session discussed how to get some additional states involved in the Western Regional Permit. Their thought was that there might be states who are interested in being pass-through states where they don't have to issue the permit but they allow the permit to go through their state. They'd like to see California become part of the Western Regional Permit. They have some discussion going on with some people on that.</p> <p>Pilot Escort Uniformity Ron Butler, UDOT, reported on the MHTA's role and assistance regarding pilot escort uniformity and Western Region Permit Expansion. Utah has had great success with their pilot escort program and have taken advantage of the AASHTO information that was published two years ago. Utah is currently putting in place a program for the police escorts and working with the Highway Patrol on that. They are also striving to get local city agencies on board with training.</p>
<p align="center">Friday October 13, 2006</p>	
<p>Item: Second day start-up</p>	
<p>Discussion:</p>	<p>Jim Wright went over some of the things they have discussed in previous meetings such as pilot car signs, guide additions, holiday restrictions and asked the group to look at the proposed changes and give their opinions. Mr. Wright made assignments to the groups for discussion during the break out sessions.</p>
<p>Item: Committee Assignment Discussions and Work Group Reports</p>	
<p>Discussion:</p>	<p>Regional Permits- Ray Hutchinson, Group Leader</p> <p>The questions were asked how to extend the regional permit in states that aren't involved. They will do a survey from the states that are involved asking them how many they are issuing and what considerations it would take for participating states to become more than a pass-through. They are also going to poll those states who are not currently participating.</p> <p>The private sector gave their input on things that are and aren't working with the Regional Permit. The committee will put that together and see how we can make improvements.</p>
<p>Discussion:</p>	<p><i>Notes provided by Jim Wright</i></p> <p>Uniformity Discrepancies And Guide Maintenance- Jim Wright, Group Leader</p> <p>Dozer Blades on or off –</p> <ol style="list-style-type: none"> 1. Doug Ball will talk to FMCSA for an interpretation on a safety standpoint. 2. Some states do and other states don't let them take it off and transport on same vehicle 3. WASHTO guide indicates that you can. Uniformity <p>Holidays</p> <ol style="list-style-type: none"> 1. Allow Holiday hours to be flexible but be sure to post them on a central site. WASHTO website. Check day of Holiday for possible travel. 2. Half days are not good. Carriers get stuck going half day and have to find somewhere to stop. 3. Work with adjacent states for some uniformity <p>Guide Revisions</p> <ol style="list-style-type: none"> 1. Having the Best Practices revision in the body of the WASHTO Guide was presented to the entire committee for approval but the committee decided to put the "Best Practices" of the pilot/escort requirements in the WASHTO Guide as a reference and location to find the "Best Practices". The reason was that the process of approval to change the guide and printing makes for a cumbersome process to change when the "Best Practices" are revised. 2. It was brought up that a reference to pilot/escort equipment requirements not allow a self charging flashlight due to the shaking of the flashlight to charge may give a wrong signal to traffic when charging. <p>Physical requirements for pilot/escort drivers were introduced due to the need for operators to exit their vehicle at times and perform their duties. This will be brought up in the next meeting.</p>

Notes provided by Leanna Emmer

Strategic Directions Sub Committee: Leanna Emmer-ND, Brad Darr-ND, Steven Davis-NV, Tony Rivera-NV, Susan Peterson-NV, Chris Engels-ID, Rex Young-AK, Jerry Horner-ND, Veronica Martinez-NM, Carol Davis-TX

I. Longer Combination Vehicle Freeze – Ideal Configuration

The committee briefly touched the programs and studies presented by Mark Berndt with Wilbur Smith earlier that day. The programs/studies were as follows: USDOT Corridor of Future Programs – Strategic Planning Research, National Coop Highway Research Program-a pool fund study. In November/December a work group of state officials come together to discuss topic they'd like to research, due September 15th. I-5 Study – Ideal configuration for vehicles to operate at. USDOT Comprehensive Truck Size and Weight Study – Western Uniformity Scenario Analysis – 2004, AASHTO Highway Bottom Report, etc. Jerry Horner said the NDDOT has a so call slush fund that they use for studies.

Leanna will visit with Mark Berndt on a cost for the study and with the states to see what is available for funding.

There was discussion on gross vehicle weight cap as well as cargo carrying capacity: Alaska – no cap, NV – 129,000, ID – 105,500. Idaho presently has a pilot project allowing carriers up to 129,000 lbs. GVW. There was also discussion on leaving the GVW open and base it on the federal bridge formula.

II. Wide Base Tire

Presently WASHTO states recognize the 14 inch nominal width tire as the wide base tire. Michelin Tire Company put on a presentation to the WASHTO committee and is asking the WASHTO states to add: If a wide base tire is 445 m, = 17.5" or larger, it be allowed 600 pounds per inch width of tire. The group expressed concerns about safety, impact on infrastructure, tire blow out occurring on a roadway with little or no shoulders, transporting hazardous materials, transporting permitted load movements, longer combination vehicles.

Stan with Michelin Tire Company said, approximately 5 percent of industry across the country use wide base tires. They are used for legal load movements with a GVW of 80,000 pounds. Stan said they will do tire modeling at the upcoming FHWA conference.

Committee members ask Stan for copies of the studies done on wide base tires. Studies were done under optimum conditions: Virginia Tex Study, Morbrand University Study, European Study

III. Driver Certification

LCV drivers have to have Class A CDL with double/triple endorsements in order to obtain training certificate to drive LCV's must be certified. The question posed by Perkins Trucking out of Colorado was why would certification be required if the driver already has his/her Class A CDL with a double/triple trailer endorsement? If you have a new employee, how would they get them certified if they have no experience in driving doubles or triples? Under 9. c. it says Driver-students who successfully completed the Driver Training Program for LCV Doubles shall be issued a certificate in accordance with subpart d of this part, indicating the driver is qualified to operate an LCV Double.

If the driver has a Class A CDL with double/triple trailer endorsements, why be certified?

They were also questioning Colorado's interpretation on saying that a tractor trailer with dollies would be considered an LCV?

Discussion:	NM-Ron Cordova New Mexico is introducing legislation for police to use private escorts. They are trying to get
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three escorts for big loads. They are also trying to increase penalties for insecure loads like rock haulers. They are not allowing Sunday and night movement with escorts. They are adopting a 97-foot saddle mount allowance. Their internet permitting system is up and running.

UT-Ron Butler

Utah has switched to PrePass for weigh-in-motion. They now have reciprocity with Colorado for escorts. They are developing an RFP to outsource their permit issuing. This will mainly affect the Headquarters office and the ports will continue to issue permits to trucks coming through the ports. They are starting to build some satellite ports and have 2 set up already. In the future they will be moving the Monticello port to a better location. They are now using a temp service to hire temporary employees. If they work out they may eventually hire them permanently.

WY-Russ Howe

Wyoming is currently rewriting their rules and regulations for size and weight and they will be adopted soon.

ND-Leanna Emmer

North Dakota is in the process of adopting federal regulations through their legislature. They are looking at uniformity in adjacent states on weight limits. DOT is working on core deployment of CVISN. They have finished their IFA and IRP. They are hiring a consultant on the screening the volume of vehicles.

OK-Norm Hill

Oklahoma's internet system is now semi-automated. They have updated their old permit system and it is now easier for agents to get permits through faster. This has increased their permits on the internet by 33%. Permit companies are also utilizing this system. Their permits generate 15 million dollars a year for OK. They would like to get some funding from the legislature for updating their permit operations at the ports of entries. They did receive 1.2 million for mapping.

AK-Rex Young

Alaska is making some changes in regulation on the legislative code. They got rid of the 40-foot kingpin rule. They have adjusted weights on tridem axles in helping Canada. They are adopting a new hours of service rule. They have increased their overweight fines. They issued their first \$5,000 fine the other day on axle weight overweight. They are now staffing permit clerks but are retraining and reclassing them to CMV enforcement officers. This upgrades the staff and allows flexibility for demand.

NV-Dick Yeoman

Nevada just adopted some changes in regulations. They require a pilot car for 110 across the board. They have adjusted the signage requirements so they eliminated the actual size and it only has to have certain size of letters and verbiage on the sign. They have also added that if a company has more than three violations in a six-month period they can suspend their permit privileges. They will be starting a pilot car certification program after the first of the year. They have received a CVISN grant for 1.2 million for expanded CVISN and cord deployment. They will be using it to develop a better permitting system. They recently deployed their 511 system. They are using it for road conditions and routing problems. They are getting ready to introduce new legislation for getting more uniform SME's.

ID-Chris Engles

Idaho has done some reorganizing and they are now under DMV. They are recruiting for a new Director. They are asking for legislation for 97-foot saddle mounts and to increase permit fees. They are shorthanded right now for permit writers.

WA- Jim Wright

Washington is sending the Christmas Tree to Washington, DC this November. They are working on this project full time in routing it, etc. They are going to make a new CMV internet map site where people can look at restrictions on roads. It will be tied to their traffic page. They are having a lot of windmills come through their state and are having problems with routing them. They are working on an expanded CVISN.

	<p>TX-Ray Hutchinson Texas is changing some rules and regulations that have been approved by the transportation commission. They are setting up some standards and changes in what constitutes an escort vehicle. They are now letting some ports issue permits. Texas generated about half a million permits last year. About 60% of their permits come in over the internet. They are developing a RFO for a new permit routing system that will interface with their current permitting system. They are about 18 months away from having that done. They are going to ask the legislature of a permit rate increase in January. They would like to see these funds go towards roads. They are also going to propose legislature for improvement in issuing citations on carriers who are in violation.</p>
Next Meeting:	The meeting was adjourned until next spring. The next meeting will be held April 23-24 in Seattle, Washington.

**WASHTO
FINAL ATTENDEE LIST
Oct. 12-13, 2006
Las Vegas, NV**

Organization	First Name	Last Name	Title	Company	Address1	Address2	City	State	Zip	E-Mail	Phone #	Fax #
Association	Doug	Ball	Vice President	Specialized Carriers & Rigging Association	2750 Prosperity Ave Suite 620		Fairfax	VA	22031-4312	dball@scranet.org	703-698-0291	703-698-0297
Industry	Mark	Berndt	Senior Freight Planner	Wilbur Smith Associates	325 Cedar St., Ste. 700		St. Paul	MN	55304	mberndt@wilbursmith.com	651-290-0559	
State	Cpt. Todd	Blish	Director of Permits	OK Dept of Public Safety	PO Box 11415		Oklahoma City	OK	73136	tblish@dps.state.ok.us	405-425-2205	405-424-0943
Industry	Michael	Burroughes	Product Manager	Michelin North America, Inc	One Parkway South		Greenville	SC	29602	michael.burroughes@us.michelin.com	804-458-4845	864-458-5002
State	Ron	Butler	Motor Carrier Manager	UDOT	PO Box 148240		Salt Lake City	UT	84114-8240	rbutler@utha.gov	801-541-4154	
State - Committee Member	Ron	Cordova	Captain	Dept of Public Safety-MTD	PO Box 1628		Santa Fe,	NM	87504	ron.cordova@state.nm.us	505-827-0302	505-827-0324
State	Melissa	Costa	Program Officer	NDOT Agreement Services	1263 S Stewart St		Carson City,	NV	89712	mcosta@dot.state.nv.us	775-888-7070	
State	Brad	Darr	Director of Maintenance & Engineering Services	NDDOT	608 E Boulevard Ave		Bismarck	ND	58505-0700	bdarr@nd.gov	701-328-2545	
Industry	Mary	Davie	President	Flatbed Express Inc	1014 LaPlatte Rd		Bellevue	NE	68123	mary@flatbedexpress.com	402-291-7607	
State	Steve	Davis	Vehicle S&W Program Manager	Nevada Department of Transportation	1263 S Stewart Street		Carson City,	NV	89712	sdavis@dot.state.nv.us	777-888-7442	777-888-7203
State Committee Member	Carol	Davis	Director Motor Carrier Division	Texas Department of Transportation	125 E 11 th Street		Austin	TX	78701	Cdavis1@dot.state.tx.us	512-465-3559	
Industry	Gregory	Dineen	President	Greg Dineen & Assoc.	PO Box 2040		Wrightwood	CA	92397	gregdineen@h-e-r-o.org	760-249-4376	760-249-6403

Industry	Richard	Dungan	Chairman	AZ Over Dimensional Permit Council	4714 E Shangri La Rd		Phoenix	AZ	65028-3038	richarddungan@goodtruckstop.com	602-757-0938	
State - Committee Member	Leanna	Emmer	Permit Section Manager	North Dakota Highway Patrol-MCO	600 E Boulevard Ave, Dpt 504		Bismarck,	ND	58505-0240	lemmer@nd.gov	701 328-4341	701 328-1642
State	Chris	Engels	Permit Program Supervisor	ID Transporation Dept	PO Box 7129		Boise,	ID	83707-1129	chris.engels@itd.idaho.gov	208-334-8613	208-334-8696
Industry	Borden	Green	Vice President, Permit Operations	COMDATA	7880 Bent Branch Drive, Ste		Irving	TX		bgreen@comdata.com	972-584-8225	
Industry	Stephen	Greer	National Account Executive	VitalChek	6 Cadillac Drive, Ste 400		Brentwood	TN	37027	sgreer@vitalchek.com	615-372-6863	
Guest Speaker	Jackie	Haus		University of Utah						jacqueline.haus@hsc.utah.edu		
Association	Rick	Hill	President	All Cal Permit Service	33972 Nebraska Lane		Yucaipa,	CA	92399	Allcalpermits@lycos.com	909-795-0191	
State	Jerry	Horner	Safety Coordinator	ND Transporation Safety & Securiry Center	1348 North 23rd Street		Bismarck	ND	58501	jerome.horner@ndsu.edu	701-793-4496	
State	Russ	Howe		Wyoming DOT/Highway Patrol	5300 Bishop Blvd		Cheyenne,	WY	82009-3340	russ.howe@dot.state.wy.us	307-777-4376	
State	Ray	Hutchinson	Manager, OW/OS Permits	TX DOT	125 E 11th St		Austin	TX	78701	rhutchi@dot.state.tx.us	512-465-3590	512-302-2173
Industry	Terry	Kox	President	California Professional Escort Car Assoc	6880 Jurpupa Rd		Riverside	CA	92509	alpcs1@peoplepc.com	909-437-1070	
Industry	Stan	Lew	Manager-Industry Standards & Government Regulations	Michelin North America, Inc	515 Michelin Rd		Greenville	SC	29605	stan.lew@us.michelin.com	864-422-4862	
Industry	Norm	Lindgren	ITS CVO/Advisor	IRD Inc.	380 K Street		Salt Lake City	UT	84103	norm-l@comcast.net	801-364-4573	801-320-0919

State	Veronica	Martinez	Budget Analyst	Dept of Public Safety MTD	PO Box 1628		Santa Fe,	NM	87504	veronica.martinez@state.nm.us	505-827-0364	505-827-0324
Industry	Ron	Montgomery	President	Intermountain Rigging & HeavyHaul	961 South Pioneer Rd		Salt Lake City,	UT	84104	ronm@intermountainrigging.com	801-975-9494	
Industry	Sue	Navrkal	Director of Permits	Flatbed Express Inc	1014 LaPlatte Rd		Bellevue	NE	68123	susan@flatbedexpress.com	402-291-7607	402-293-1406
State	Sally	Nicholson		NV DOT						-		
Association	Baysul	Parker	Consultant	California Trucking Association	1908 Sandpoint Dr.		Modesto,	CA	95358	bparker@trucking.org	209-548-9158	
Industry	Bill	Patchell	Vice President	PEVOA	11576 S State #301		Draper	UT	84020	wpatchell@pevoa.com	801-838-8999	
Association	Barbara	Payne	Vice President	PEVOA	11576 S State #301		Draper	UT	84020	bpayne@pevoa.com	801-838-8999	
Industry	Glenda	Perkins	Owner	Perkins Trucking Inc	2304 Interstate Ave		Grand Junction	CO	81505	perktrck@acsol.net	970-242-1276	
Industry	Larry	Perkins	Owner	Perkins Trucking Inc	2304 Interstate Ave		2304 Interstate Ave	CO	81505	perktrck@acsol.net	970-242-1276	
State	Susan	Peterson	Permit Supervisor, Overdimensional Permits	NV DOT	1263 S Stewart St		Carson City,	NV	89712	speterson@dot.state.nv.us	775-888-7410	
State	Bernard	Ponte	Staff III, RPE/Load Rating Specialist	NV DOT	1263 S Stewart St, Rm 405		Carson City,	NV	89712	bponte@dot.state.nv.us	775-888-7544	
Industry	Cheryl Jackson	Reeves	Director Gov Relations	COMDATA	4025 Finchley Ct		Ft Wayne,	IN	46815	Creeves@comdata.com	260-482-5245	219-482-5245
State	Jeff	Richter	Admin Services Officer/Over-Dimensional Permits	NV DOT	1263 S Stewart St, Rm 101		Carson City,	NV	89451	jrichter@dot.state.nv.us	775-888-7070	
Industry	Jim	Riley	Local Government Inspector	OK State Univ-Center for Local Gov Tech	200 Cordell North Rm 202A		Edmund	OK	73003	jer3@ddy.net	405-823-6483	

State	Tony	Rivera	Vehicle Size & Weight Manger	NDOT	1263 S Stewart St		Carson City,	NV	89712	trivera@dot.state.nv.us	775-888-7444	
State	Jeanie	Rouswell	Permit Supervisor	Div of Measurement Standards & Commercial Vehicle Enforecemnt	11900 Industry Way, Bldg M, Ste 2		Anchorage	AK	99515	jeanette_brown@dot.state.ak.us	907-365-1204	907-365-1221
Industry	Bob	Shepard	Consultant	Transportation by Regulation	1700 Royal Crest Drive		Lodi,	CA	95242	bshepardtrucks@sbcglobal.net	203-334-2868	
State	Valerie	Sorensen	Support Services	Motor Carrier Division UDOT	PO Box 141210		Salt Lake City	UT	84114-1210	vsorensen@utah.gov	801-965-4205	801-965-4847
Industry	Randy	Sorenson	President	PEVOA	11576 S State #301		Draper	UT	84020	randy_Sorenson@pevoa.com	801-838-8999	
Industry	Paul	Sudmeier	President CEO	Idaho Trucking Assn	5171 Overland		Boise,	ID	83705	id.trucking@aol.com	208/-342-3521	
Industry	Kelly	Tralongo	Transporation Sales	VitalChek Network Inc	6 Cadillac Dr, Ste400		Brentwood	TN	37027	ktalongo@vitalchek.com	615-372-6853	866-873-3505
Industry	John	VanCleave	Heavy Haul Manager	LoneStar Transportation	6204 N Merrimac CT		Kansas City	MO	64151	john.vancleave@lstinc.com	816-377-0601	
State-Committee Member	Jim	Wright	Permit Program Manager	WSDOT	7760 Sawgrass Lane SE		Lacey	WA	98903	wrightji@wsdot.wa.gov	360-704-6345	
State	Dick	Yeoman	Administrative Services Officer	Nevada DOT	1263 South Stewart St		Carson City,	NV	89712	ryeoman@dot.state.nv.us	775-888-7070	775-888-7101
State	Rex	Young	Transporation Planner II	Div of Measurement Standards & Commercial Vehicle Enforecemnt	11900 Industry Way, Bldg M, Ste 2		Anchorage	AK	99515	rex_young@dot.state.ak.us	907-365-1210	