

<p>April 23-24, 2007 Seattle, Washington</p>	<p>WASHTO Committee on Highway Transport</p>
<p>Monday, April 23, 2007</p>	
<p>Meeting called by: WASHTO Committee</p>	<p>Facilitator: Richard Clasby, Committee Chairman, Utah Department of Transportation.</p>
<p>Item: Welcome</p>	
<p>Discussion:</p>	<p>Rick Clasby welcomed the group to Seattle and thanked Washington for hosting this event. Jim Wright welcomed everyone and expressed his appreciation for the large attendance. He thanked Barry Diseth, from WA DOT, for organizing this event.</p> <p>The keynote speaker was John Conrad, WA Assistant Secretary of Transportation. Mr. Conrad talked about the new expansion joint bridge they are building in Washington and the problems they are encountering in delivering the expansion joints. Their state is stressing accountability and delivery for revenue dollars. They are stressing their system operating efficiency. They have developed a corporative agreement with the Washington State Patrol, which has been quite successful. Motor Carrier Services has a big part in keeping the system operating efficiently and keeping freight moved efficiently and safely. He's happy to see that the WASHTO Guide is still being used and refined. He thanked the group for the work they do to save their own infrastructures along with Washington's.</p> <p>Rick asked for introductions. A list of attendees is attached at the end of this report.</p>
<p>Item: Website Information Update</p>	
<p>Discussion:</p>	<p>Leanne Emmer reminded the Committee Members that they decided in the last meeting to put together a group to come up with web site information for the WASHTO Committee on Highway Transport (COHT). This is what will be included on the site: contact information, preventions, minutes, guides, committee members, contact information and rules and regulations. They felt this information was important because it would enhance the committee profile in a positive manner.</p> <p>The main body of WASHTO has its own web site that we would be able to use. North Dakota was maintaining the web site for WASHTO but it was turned over to someone else. Carol Davis from TX reported she thought it was turned over to Arizona. The challenge will be to find the person who would give us the information on getting to use it. Another challenge is that unless the information is current it is useless. Rick Clasby asked if there was a state that would be willing to keep the information clean and updated. He pointed out that we have valuable information that we should have out there for people to have access to. Carol Davis said that TX would be willing to keep it updated once it is set up.</p>
<p>Action Item:</p>	<p>Motion was made that TX keep the website and they would own it permanently.</p>
<p>Item: Western Regional Permit</p>	
<p>Discussion:</p>	<p>Rick Clasby pointed out that ID has had to change the number of Western Regional Permits they are issuing because of a loss of employees. This is a concern because ID has been the main issuer of these permits. This Committee needs to come up with ideas on how to get participation from existing members and get new members to join. Chris Engels, ID DOT, said that ID only takes orders by phones, where other states only do it by fax. She wonders if this would help them issue the permits more quickly. A member of industry said that they need some instruction on how to get these permits. The problem is that there are states participating but they will not issue the permits, which put a burden on other states.</p> <p>Dan Vogen from Bentley Systems said their goal is to standardize the issuance of permits. The</p>

	<p>challenges of getting states to use these regional permitting systems is that many states feel like they are doing all right without them. They have a new program called GotPermits.com which they feel might help states in this area. It's intended to be an umbrella that sits on top of the states already existing permit system. Mr. Vogen gave a demonstration on how their routing program works. This program is currently only being used in West Virginia. Soon they will be adding Nebraska and South Dakota.</p> <p>Rick reported that Utah has also looked at their staffing for permits. They've looked at their numbers and they feel like the process isn't as efficient as it could be. They feel they can issue Western Regional Permit that originate, pass through or end in Utah. Utah has talked to Cheryl Reeves from COMDATA and she says her customers like the Western Regional Permits. COMDATA can enter Utah's system as a customer and can issue permits for their customers. This works for all permits. Rick proposes that states consider, in the break out groups in this meeting, if they could change their state rules that a route doesn't have to originate, end or pass through a state for them to issue the Western Region Permit. This way COMDATA could do the permits through Utah's permit system. Utah would collect the fees and distribute the funds. Jim Wright said Washington is already offering E-Snoopy. COMDATA is accessing both Utah and Washington's system. A change in the regulation would be necessary. Teresa Lawser from Colorado DOT asked how the credit card collection works. Rick explained that Utah uses an accounts receivable process and VitalChek. Chris Engel says ID has code that they may not be allowed to have a third party issue their permits. She will check into that. Teresa said that CO has it in legislation that they can't. Rick says that UT has the authority to do this. This may be an item that could be discussed in the Permit Committee. The question was asked if the credit card payments were a problem but Rick said its not credit cards, it is the staffing.</p>
Action Item:	Chris Engels will look into the possibility of other states issuing ID's permits
Item: Unified Carrier Registration (UCR)	
Discussion:	<p>Cheryl Jackson-Reeves from COMDATA and Adam Anderson from UDOT presented an update on UCR. Adam gave a synopsis of the agreement. The UCR has done away with the SSRS and Utah's SSV. UCR was supposed to be up on January 1, 2007 but because of problems it has not started yet. The board approved the fee structure in March. FMCSA is trying to get money to do the planning for this since it was first funded. The law says that the UCR applications have to be done online. TX is writing the program but not hosting it. The fee structure is set up by how many power units are reported. The fees will be restructured every year. The fees are based on the fees collect in 2004 SSRS revenue. The company's permit will be looked up electronically so the driver will not carry a certificate in his truck. There is a movement to reinstate the SSRS until the UCR is up and running but we know President Bush will veto this when it gets to his desk. The fees have not been accepted and they are starting to write the policy. Cheryl Davies thinks it won't be up until October. The application is now down to one page. There is one mistake on the application because it says intrastate companies are exempt. But the company will be filling out their own application on line. There are several states that will not be participating and this will cause a big problem with the states that are participating because they'll have to do the registration for those states. Most states are for the UCR getting going and not trying to reinstate the SSRS. It's too late and many states have changes in legislation. One drawback is that if it starts in October we'll have to turn around and collect again in January. Adam asked that those states not participating send out letters to their carriers who will need to sign up.</p>
Handout(s):	Packet on Unified Carrier Registration Agreement

Item: Scanning Tour of Europe	
Discussion:	<p>John Nicolas, WA State Patrol, gave a presentation on a tour of Europe he did in conjunction with AASHTO. Their fact-finding mission was on Size and Weight enforcement.</p> <p>John reported that last summer he went on a Scan Tour from June 16 – July 2. He was asked to participate in the tour by FHWA to travel to Europe and visit six countries to see what they are doing technology-wise to see if they have some applications that can be used in the United States. They met with country officials and then their S&W people. AASHTO, Transportation Research Onboard, and Federal Highway Administration organized the trip. There were ten people, from different state agencies. They visited Slovenia, Switzerland, Netherlands, Germany, France, and Belgium. One of the goals was to see how well the countries worked together and the similarity in how our states worked together. They did this because there has been a significant growth to commercial motor vehicle traffic, which has led to increased congestion and delay, demand for larger and heavier vehicles, stress on infrastructures, and a greater need for effective and efficient enforcement. They know that CMV traffic will continue to grow. They wanted to review and evaluate the procedures to enforce laws and relations, their technologies and the effectiveness of the enforcement was measured. The goal was to identify cost effective procedures and technologies we can use in the US. Their next step is to share and apply what they learned on the <i>Commercial Motor Vehicle Size And Weight Enforcement Scan Tour</i> with the rest of the country. They would like to prepare and execute a Scan Technology Implementation Plan (STIP) and encourage effective and efficient enforcement of CMV size and weight.</p>
Item: Non-Divisible Bridge Analysis	
Discussion:	<p>WASHTO has added the 60,000 lb. tridem and trunnion to the Guide. Richard Dungan says that AZ has now accepted a tridem axle grouping. They will be meeting in the fall to discuss other issues. He made a suggestion that states use the same color codes for bridges.</p> <p>Someone asked if the Committee could come up with an inch tolerance for over dimensional loads, non-divisible. No decision was made.</p>
Action Item:	
Item: LCV Operations	
Discussion:	<p>Rick reported that there is an initiative to increase divisible weight for 97,000 vehicles but as we all know states are dealing with a LCV freeze. Is there something this group should or could be doing? Leanna said that at the last conference we talked about vehicle configuration and funding sources to do a study about lifting LCV freezes. John Woodruff proposed that they would put together an outline to do this study. They were going to send it to Leanna and Rick. She will call them when she gets back. This could be kept as a subcommittee group. They will be asking other states to participate.</p>
Item: Pilot Car Uniformity	
Discussion:	<p>Rick reports that they have made contact with all the states that require a pilot car certification and all of them have accepted the Utah Pilot Escort program. They have looked at other states and have accepted their certification. AASHTO will be looking at this in New Orleans in the fall. The committee agreed to incorporate the Best Practices and have decided to put it in the appendix. Before they make changes in the Guide they want to know if the group wants it in the body or appendix. If it were in the Guide and the Best Practices changes then it would need to be changed in the Guide. Jim asked for a vote.</p> <p>AASHTO is going to make sure this is on their agenda for their next meeting. CO's pilot escort rules will be in effect the end of July. AZ is close to having theirs done.</p>
Action Item:	Working group will discuss this issue.
Handout(s):	
Item: Updates To The Guide.	
Discussion:	<p>Jim Wright reported the Guide needs to include the Pilot Car Best Practices Guide. This will be discussed in the breakout session tomorrow.</p> <p>The committee realized that the oversize sign on loads doesn't always work. They decided to</p>

	<p>approve a smaller sign. AASHTO is also in favor of it.</p> <p>Teresa Lawser reported that she has found some typo errors in the Guide that need to be fixed.</p>
<p>Tuesday, April 24, 2007</p>	
<p>Item: Second day start-up</p>	
Discussion:	Rick broke everyone out into groups. We will reconvene after lunch.
<p>Item: Committee Assignment Discussions and Work Group Reports</p>	
Discussion:	<p>Regional Permits- Teresa Lawser-CO, Group Leader. States Committee: Michelle Teel-MO, Rick Clasby-UT, Todd Blish-OK, Ray Hutchinson-TX</p> <p>Rick Clasby, from Utah DOT, offered to let other states use their system for issuing Western Region Permits (WRP). COMDATA gave a report on how their system works for issuing WR permits. The states that aren't issuing WRP need to take part and could use Utah or Washington's system if their states will allow a third party to issue permits for them. They could refer customers to COMDATA, who would issue the permits for them. Rick asked states that are interested in this to contact him. If you want to use E-Snoopy then contact Sonja with WA DOT. Teresa is going to draft a letter to try and get WY on board and become a pass through state. MO asked if they could come into the agreement for size only. The committee will look at that.</p> <p>The committee may need to tweak the language in the Guide for the jurisdiction of issue and change it to another entity or change the designation. Barry Diseth said there is authorization for a third party to have the authority as long as there is an agreement. The letter from Rick will just ask for an approval for the state.</p> <p>Action Item: Teresa will draft a letter for Rick to send to the correct person in WY to re-engage them in discussions on issuing WR permits.</p> <p>Action Item: Rick asked for a consensus from the committee allowing a third party to become an agent for the existing state. States will go home and check with their states rules to see if they are allowed to do this. Rick and COMDATA may send out letters to the states asking for their approval.</p> <p>Chris Engles, ID DOT, agreed to continue to update The WR maps, routes and restrictions. ID reported that they have a moratorium on issuing WRP right now because of a shortage of personnel. ID and WA will get the Guide and restrictions to TX since they will be posting everything to the COHT web site.</p> <p>The Committee is very interested in having MO join COHT and will send MO a copy of the agreement. They can add what they need to modify the signature page. This would change some of the programs and states that are issuing the permits.</p> <p>Route survey-industry asked for a provision to run with a pole up when doing a route survey. The general feeling is that people are already doing it. Will look at a standardizing a form for the route surveys. Will look at TX's form and make up a standardized form. Will make it to an appendix to the WASHTO Guide.</p> <p>Action Item: The group will send a letter to MO with a copy of the agreement.</p> <p>Action Item: Get route survey form from TX and incorporate it into the Guide.</p>

<p>Discussion:</p>	<p>Uniformity Discrepancies And Guide Maintenance- Jim Wright-WA, Group Leader. State Committee: Barry Diseth-WA</p> <p>Guide changes- Pilot Car Best Practices. Barry Diseth pointed out that a change doesn't require approval just reprint. Reprints are easy because of the internet. The recommendation is to keep the Pilot Car Best Practices in the G and make a reference in the Guide that you can find it on-line.</p> <p>Jim Wright made a motion to take the Pilot Car Best Practices and move it into the WASHTO Guide. If there is a change in the Best Practices, we will be able to go to the Guide and make the change. We can send it out through the web to let people know of the changes. The motion was approved by the group and passed.</p> <p>Changes to night movement and holidays language was implemented to make it clearer. Changes will be sent out to everyone. Amber lights updated to say they can be used during the day. Flags were extended from 12 to 18 inches. Signage-recommended that we allow the smaller oversize signs on pilot escort vehicles.</p> <p>Physical fitness of pilot car escort drivers was discussed. The Guide will state in the requirements, in chapter 8 that the "operator will be able to use"...which indicates they have to be physically able to use the equipment. The group feels this will state the requirements appropriately.</p> <p>Motion: Barry Diseth made a motion that the changes to the Guide be approved as proposed by Jim Wright's group. Ray Hutchinson seconded it. The motion passed.</p> <p>Insurance uniformity for pilot escorts- some states only requires normal insurance and don't require higher insurance. Unfortunately this doesn't cover the cost when they hit something. AASHTO is going to talk about this at their next meeting and we will table this topic until the next meeting. This will be on the next meetings agenda.</p> <p>Action item: Jim Wright asked states to give them an idea of what their insurance requirements are right now. Randy Sorenson says he has that information and will pass it on to Jim.</p> <p>Changes to the Guide are attached at the end of the minutes.</p>
<p>Discussion:</p>	<p>Strategic Directions Sub Committee: Leanna Emmer-ND, Group Leader. Committee: 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</p> <p>The committee discussed the Longer Combination Vehicle (LCV) freeze and the opposition the railroad industry would have to expansion of or lifting the LCV freeze. It was brought to the committee's attention the railroad industry is contemplating the idea of longer trains and fewer stops. With fewer stops, the trucking industry would step in to get product to its final location. The committee felt this could be a sell to the railroad industry for allowing a higher gross vehicle weight limit and length limit on truck combinations. Richard Dungan is going to visit with the railroad industry on gross car weight of two 40-foot containers.</p> <p>The committee felt the water shipping industry would support our efforts for expansion of the LCV freeze. Leanna Emmer will contact the American Trucking Association.</p> <p>Action item: Leanna Emmer will contact Mark Berndt on the proposed outline for the study on lifting the LCV freeze in the western region and the American Trucking Association.</p> <p>Action item: Chris Engels will visit with SASHTO and NASHTO subcommittees to get input on how they feel about lifting the LCV freeze.</p>

They discussed wide base, new generation tires. Michelin Tire Company previously approached the WASHTO Subcommittee on Highway Transport on allowing up to 600 pounds per inch width of tire on the new generation wide base tire. Since the last conference in October at Las Vegas, Stan Lew with Michelin Tire provided the group with the following reports: New Generation of Wide Base Tire & Its Impact on Trucking Operations, Environment, and Pavement; and Flexible Pavement Response to Truck Tire Loadings that were done Transportation Research Board (TRB), Mechanistic Comparison of Wide Base Single vs. Standard Dual Tire Configurations by National Center of Asphalt Technology of Auburn, AL, and Pavement Damage Due to Different Tires and Vehicle Configurations and New Generation Wide-Base Single Tire Technology by Michelin.

Action item: Group members have taken these reports to research people within their DOT. The group will bring recommendations based on findings to the next conference.

Action item: Rick Clasby will contact as well as forward copies of the reports to members of the WASHTO Subcommittee on Bridge and Pavement.

Web page direction – Carol Davis volunteered to continue to build and maintain the website. Group recommendations for the website are: Committee notes, presentations, upcoming conferences, contact information for each state – name, telephone number, state; links for each state in the western region with the phone numbers for the Permit Offices and the Department of Transportation. Other links on the website would be the Best Practices Guide, Regional Permit Rules, Guide, and Escort Requirements for Permits.

Driver certification- John Nicholas with the Washington State Patrol provided interpretation on the FMCSA regulation requiring a driver with her/her Class A CDL with a double/triple endorsement to be certified. A company, employing a driver who has previous driving experience and with a Class A CDL double/triple endorsement, must show proof that this driver qualifies and does not need additional training. There is a clause in FMCSA 380.111, which provides this waiver for additional training, a grandfather clause, for drivers with proven previous experience.

The additional training and certification is required on new drivers. A company would employ the driver, provide driving training time, show documentation of six months driving experience, and then put on training for certification.

It was suggested that a carrier check with their local FMCSA office for further explanation on the FMCSA training/certification rule.

There was also an inquiry made by a carrier as to whether a tractor and trailer with dollies would be defined as an LCV configuration. Most of the state officials said they did not consider a dolly to be a separate vehicle. A dolly is an added axle that is used for weight distribution and is not considered a separate vehicle. A tractor-trailer with dollies would not be defined as an LCV configuration.

Divisible or non-divisible loads definitions were discussed. Definition for non-divisible loads in the WASHTO Guide is in conflict with the federal definition in Title 23. As a result of this difference a carrier hauling an overweight dozer with detached blade on the same semi trailer will be able to travel in one state, but the adjacent state will require that the blade be attached in order for the load to be considered non-divisible overweight. Another scenario occurring is one state won't allow an over-height load to be hauled on a flatbed versus the next state that would allow it.

Action item: Rick Clasby will contact Doug Ball, who is obtaining a formal interpretation from federal highway on the definition for non-divisible.

Item: State Reports

Discussion:

UT-Rick Clasby

Utah has implemented an exchanged of information with industry and has updated their Utah Trucking Guide. The Guide will include information on how to become a carrier, how to get information about HAZMAT and other protocols. It will be accessible on the internet. All links will be updated. The website will be www.UtahMC.com. This will be a portal to the Motor Carrier training programs for POE agents, etc.

Utah is rolling out their online system this week. Carriers will be able to self-issue semi annual, annual and single trip permits. This will be an envelope vehicle only. Verification of the permit is critical at the roadside. We have changed some people around and now have a development-training program.

UDOT had a good year legislatively. Not many issues but had a big surplus. UDOT was fortunate to get a lot of those dollars for projects.

ND-Leanna Emmer

Legislature convenes the end of this week. Defeated the bill that would have waved a single axle bill that was proposed. Administrative rules coming into compliance with WASHTO travel and adding a couple more permits to their web site.

AK-Rex Young

Alaska signed into law their new regulations on axles spacing and eliminated the 41' kingpin rule. They are working on an attempt to standardize rules with Canada's. They have updated their requirements for intrastate DOT numbers.

WA- Jim Wright

Washington is expanding their self-issue permits to include some weight permits. They did an office study and will promote annual permits. They have made up flyers and posters to try and get regional permits used in an attempt to help with the workload because of staff problems. Truck traffic in WA is a real issue. They are working on a plan to expand rest areas for trucks and are looking for extra land on other projects to use for additional truck parking. They are replacing the bridge deck on US 97 on the WA-OR border. The bridge will be closed for five months starting right after Labor Day. WA is applying for a grant for expanded CVISN. Will test latest measurement of trucks, tire width, etc. Legislation passed a safety bill that will now require DOT numbers on all intrastate vehicles.

TX-Ray Hutchinson

TxDOT has some legislation going which will allow them to have enforcement capabilities to do safety audits. Industry is backing this bill. Another bill will raise some permit fees and directs the money into their highway fund instead of the general fund. They would like to get another 25 FTE's as they did over 49,000 permits last month. Working on automated routing and are close to determining if they are going to go ahead with it.

CO-Teresa Lawser

Teresa reported that they have almost finished their new Pilot Escort rules. The first rule adopts the BPG standards and the second rule allows the training and certification of PE drivers to be outsourced based on the model used in Utah. They will be busy implementing their two new rules, moving ahead on implementing a routing component to their Permit System. They will consider planning a Fall WASHTO meeting

MO-Michelle Teel

Michelle is new to MODOT. MO has a new web based application for IFTA, IRP, operation authority, etc. They have applied the Bentley System for applications and 80% of customers are using it. They are still in the development phase and now need to work on the auto-issuance. Are

	developing a group of industry and other carriers, enforcement, bridge engineers, and the motor carrier division to look at an increase in use of their infrastructure. Looking forward to being a participating state in WASHTO and AASHTO.
Next Meeting:	Rick asked for volunteers for the next 2 meetings. Tentatively then will be: Fall 2007-Colorado Springs, Colorado (October 1 & 2) Spring 2008-San Antonio, Texas (March 5 & 6) Fall 2008-Alaska

Meeting was adjourned at 3:00 p.m.

Guide Uniformity Committee-Notes

Guide Review

Best Practices added to the Guide - Chapter 8

- a) ****Added within the Guide - Committee Recommended**
 - a. A change in Best Practices doesn't require approval just a reprint.
 - b. Changes are available electronically
 - c. Including Best Practices in the body indicates we are serious about including them.
- b) Added as a reference and link to find the latest version
 - a. Doesn't require update to the manual at all
 - b. Latest version accessed by a web address

Lights, Flags and Signs – Chapter 7

- a) ****7.02.1(3) Amber flashing lights...delete reference to "operating at night". They can be used during the day also.**
- b) ****7.02.2 – Increase size of flags from 12 inches to 18 inches (Federal change)**
- c) ****7.02.3 – Oversize signs. Allow towing unit to use smaller oversize sign (escort car sign size).**
- d) ****7.04 – Time of movement**
 - a. First paragraph to read: States may allow night time travel dependent on traffic conditions. Load movement times other than day time will be noted on the permit.
 - b. Separate Holiday travel from night time movement hours.

Pilot/Escort Vehicle Requirements

- e) ****8.04.9 – Pilot/Escort Equipment (added language)**
 - a. "A pilot/escort vehicle shall carry and operators shall be able to use the following items of equipment."

**** Guide revisions were accepted by vote of the COHT members**

Escort Car Insurance Requirements

- a) Insurance needs of normal private insurance does not provide adequate coverage or may be invalid for commercial purposes
- b) Suggestion for states to require commercial insurance with 750,000 to 1 million dollar coverage.
- c) States have to consider adequate coverage to compensate the injured.
- d) AASHTO is going to address this topic at their next meeting in June 2007
- e) This committee elected to table this discussion until the Fall WASHTO meeting in Colorado and follow-up with AASHTO results.

Physical Requirements of Pilot/Escort Operators

- a) Discussion about operator's ability to physically get out of the vehicle and perform duties outside the vehicle.
- b) A recommendation to make a change to WASHTO Guide 8.04.9

**WASHTO/COHT Attendee List
SPRING 2007 MEETING
Seattle, WA**

Org	First Name	Last Name	Title	Company	Address1	City	State	Zip	E-Mail	Phone #	Fax #
State	Adam	Anderson	Employee Development	UDOT	PO Box 148240	Salt Lake City	UT	84114-8240	adamanderson@utah.gov	801-965-4588	
State - Committee Member	James	Anderson	Chief Office of Truck Services	California Department of Transportation	1120 N St MS 36	Sacramento,	CA	95819	james.r.anderson@dot.ca.gov	916 654-5548	916 653-4538
Industry	Patricia	Auvil-Handly	Owner	Olympic Peninsula Pilot Service	434 Zion View Lane	Quilcene	WA	98376	patty@olyphen.com	360-301-0301	
Industry	Don	Baldwin	Product Marketing Manager	Michelin North America, Inc	One Parkway South	Greenville	SC	29615	don.baldwin@us.michelin.com	864-458-6356	
Industry	John	Bennet	Manager	CW Beilfuss & Assoc	1100 W 31st St, Ste 275	Downers Grove	IL	60515	jbennet@cwbeilfuss.com	630-241-2100	
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	
Industry	Rob	Bluemke	Manager	T-Chek Systems, Inc	14800 Charlson Rd Ste 100	Eden Prairie	MN	55347	bluerob@chrobinson.com	612-801-6986	
Industry	Richard	Chiolino	Representative	CA Professional Escort	PO Box 110	Bloomington	CA	92316		909-437-1070	
Industry	Doug	Clark	Senior Account Manager	Bentley Systems	6499 S Jamaica Cr	Englewood	CO	80111	doug.clark@bentley.com	303-885-4588	
State - Committee Chair	Richard	Clasby	Director, MCD	Utah Department of Transportation	4501 South 2700 West Box 148240	Salt Lake City,	UT	84114-8240	Rclasby@utah.gov	801 965-4156	801 965-4211
State	Sonja	Cox	Permit Program Assistant	WSDOT	PO Box 47367	Tumwater	WA	98504-7367	coxs@wsdot.wa.gov	360-704-6343	
Industry	Carol	Crump	Owner	Tagalong's Pilot Car	PO Box 18244	Salt Lake City	UT	84118	cjtagalong@netzeronet.net	801-201-8559	
State Committee Member	Carol	Davis	Director Motor Carrier Division	Texas Department of Transportation	125 E 11th Street	Austin	TX	78701	Cdavis1@dot.state.tx.us	512-465-3559	
Industry	Paul	Delong	President	Paul DeLong Heavy Hall	4985 N Lincoln Rd	Las Vegas	NV	89081	delonghvyhaul@msn.com	702-644-3668	
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

State	Barry	Diseth	Motor Carrier Services	WS DOT	PO Box 47367	Olympia	WA	98504-7367	disethb@wsdot.wa.gov	360-705-7805	
Industry	Richard	Dungan	Chairman	AZ Over Dimensional Permit Council	4714 E Shangri La Rd	Phoenix	AZ	65028-3038	richarddungan@godtruckstop.com	602-757-0938	
Industry	Maureen	Dunkley	Owner	Tri-Car Pilot Car	344 Lindell Ave	Sandy	UT	84107	tri-car@quest.net	801-565-3669	
State - Committee Member	Leanna	Emmer	Administrative Officer	North Dakota Highway Patrol	608 E Boulevard Ave	Bismarck,	ND	58505-0240	lemmer@state.nd.us	701 328-4341	701 328-1642
State	Chris	Engels	Permit Program Supervisor	ID Transportation Dept	PO Box 7129	Boise,	ID	83707-1129	chris.engels@itd.idaho.gov	208-334-8613	
State	Larry	Gangl	District Engineer	ND DOT	1700 3rd Ave W	Dickinson	ND	58601	lgangl@nd.gov	701-227-6510	
Industry	Wendell	Gardner	Account Manager	Bentley Systems	416 163rd PI SE	Bellevue	WA	98008	wendell.gardner@bentley.com	425-503-3843	
Industry	Borden	Green	Vice President, Permit Operations	COMDATA	7880 Bent Branch Drive, Ste	Irving	TX		bgreen@comdata.com	972-584-8225	
Industry	Stephen	Greer	Account Executive	VitalChek	Six Cadillac Drive, Ste 400	Brentwood	TN	37027	sgreer@vitalchek.com	615-372-6863	
Industry	Loren	Gwilliam	Manager	Bridgestone/Firestone Technical Services	1855 NE Riverside Parkway	Gresham	OR	97232	gwilliamlore@beusa.com	503-491-2580	
Government	Dave	Hawley		Federal Highway Admin					dave.hawley@dot.gov		
Association	Rick	Hill	President	CA Professional Escort & Car Assoc.	33972 Nebraska Lane	Yucaipa,	CA	92399	Allcalpermits@lycos.com	909-795-0191	
State	Ray	Hutchinsons	Manager, OW/OS Permits	TX DOT	125 E 11th St	Austin	TX	78701	rhutchi@dot.state.tx.us	512-465-3590	
Industry	Ryan	Jones	President	RW Jones Trucking	PO Box 1785	Vernal	UT	84078	rwjonestrucking@yahoo.com	435-789-1231	
Industry	Terry	Kox	President	California Professional Escort Car Assoc	6880 Jurpupa Rd	Riverside	CA	62509	alpcs1@peoplepc.com	909-437-1070	

State - Committee Member	Teresa	Lawser	OSOW Manager	Colorado Department of Transportation	4201 E Arkansas Ave Rm 290	Denver,	CO	80222	teresa.lawser@dot.state.co.us	303-778-0240	303 757-9719
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		IRD Inc	380 K Street	Salt Lake City,	UT	84103	norm-l@comcast.net	801 364-4573	801 320-0919
Industry	Ron	Montgomery	President	Intermountain Rigging & HeavyHaul	961 South Pioneer Rd	Salt Lake City,	UT	84104	ronm@intermountainrigging.com	801 975-9494	
State	John	Nicholas		WA State Patrol	PO Box 42614	Olympia,	WA	98504-2614	jnichol@wsp.wa.gov	360 753-0281	360 586-8233
Association	Barbara	Payne	Vice President	PEVOA	11576 S State #301	Draper	UT	84020	uneedapilot@earthlink.net	801-838-8999	
Industry	Cheryl Jacson	Reeves	Director government Relations	COMDATA	4015 Finchley Ct	Fort Wayne	IN	46815	creeves@comdata.com	260-482-5245	
Industry	Kelly	Riley	Owner	Kelly Riley's Pilot Cars	3415 E Jordan Dr	Post Falls	ID	83854	rlykl@msn.com	208-660-3266	
State – Committee Member	Ed	Rodgers	Maintenance Operations Engineer	SD DOT	700 E Broadway	Pierre	SD	57501	Ed.Rodgers@state.sd.us	605-773-2615	
Industry	Eric	Sauer	Vice President Policy Development	California Trucking Association	3251 Beacon Blvd	W Sacramento	CA	95691	esauer@caltrux.org	916-496-6977	
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	
State	Jim	Stuart	Commercial Vehicle Services Administrator	WSDOT	PO Box 47367	Olympia	WA	98504-7367	stuartj@wsdot.wa.gov	360-705-7987	
State	Michelle	Teel	MC Services Asst Director	MO DOT	PO Box 893	Jefferson City	MO	65109	michelle.teel@mo.dot.mo.gov	573-522-5202	
Industry	Kelly	Tralongo	Transporation Sales	VitalChek Network Inc	6 Cadillac Dr, Ste400	Brentwood	CO	37027	ktralongo@viatlchek.com	615-372-6853	

Industry	Dan	Vogen	Software Development Director	Bentley Transportation	1100 W 31st St Ste 275	Downers Grove	IL	60515	dan.vogen@bentley.com	630-241-2100	
Industry	Mike	Webb	VP Government Services	ProMiles Software Dev Corp	PO Box 398	Bridge City	TX	77611	mike@promiles.com	409-697-2587	
State-Committee Member	Jim	Wright	Motor Carrier Services Manager	WSDOT	PO box 47367	Olympia	WA	98504-7367	wrightji@wsdot.wa.gov	360-704-6345	
State	Rex	Young	Transportation Planner II	Div of Measurement Standards & Commercial Vehicle Enforcement	11900 Industry Way, Bldg M, Ste 2	Anchorage	AK	99515	rex_young@dot.state.ak.us	907-365-1210	