

# **I-80 COALITION FREIGHT & GOODS MOVEMENT ISSUES OVERVIEW**

## **FREIGHT ACTION AND COORDINATION PLAN**

### **1. INTRODUCTION**

The western states of California, Nevada, Utah and Wyoming, have initiated a single strategic planning effort to reach consensus on how best to link operational processes and data to maximize winter mobility in the I-80 corridor. The purpose of the coalition of states is for better and more comprehensive information and data available to both transportation agencies and the traveling public in order to make the best possible decisions to maintain mobility on the I-80 corridor. Coalition member states include California, Nevada, Utah, and Wyoming. It is anticipated that this Western States/ I-80 Corridor Coalition, with a focus on winter mobility, will serve as a model for other states to leverage funds, share resources and knowledge, and maximize funding shortfalls in these times of economic hardship.

Operations and Maintenance Managers from four state DOTs convened in Reno, Nevada in January 2010 to discuss traffic operations and maintenance activities on the I-80 corridor during winter weather conditions. The focus of the meeting was on sharing existing programs/systems with other Coalition states and developing key strategies to move states closer in pre-event coordination, processes and communications during events, sharing information, and leveraging current state DOT strengths and capabilities to improve I-80 traffic operations and maintenance activities across all four states. Breakout groups during this January 2010 meeting focused on operations and maintenance; both breakout groups identified freight and goods movement as a key element to address as part of this multi-state coalition. One outcome of this initial I-80 coalition meeting was to have a freight-focused stakeholder meeting to better understand freight needs during winter conditions on I-80, and work toward developing freight and goods movement-focused strategies.

The Utah Department of Transportation (UDOT) has done some extensive research on freight issues and needs on Utah highways, including I-80. One very important consideration with freight and I-80 is that the 'corridor' must be viewed as a 'network'; other highways and routes, even hundreds of miles away, could be impacted or could impact freight flows on the I-80 corridor. Keeping that perspective, a freight strategy developed for this coalition, although the focus is on I-80, must factor in these other feeder and connector routes.

The purpose of this document is to provide an overview of freight/goods movement issues for the I-80 Coalition as well as document what other states and coalitions are doing to involve the freight/goods movement industry as well as understand their needs. Freight partners will be included in one-on-one interviews and Coalition activities moving forward to capture their needs and address their issues regarding traveling the I-80 corridor during winter conditions. This document will provide the framework for a more formal Freight/Goods Movement Action Plan for the I-80 Coalition partners.

## **2. CURRENT FREIGHT-FOCUSED ACTIVITIES IN THE I-80 CORRIDOR**

I-80 is a heavily used goods movement corridor through the western states and supports origins/destinations well beyond just the geographic scope of these four states. Along some sections of I-80 through the four western states, trucks can reach as high as 45% of the total volume of traffic on the roadways. States have implemented key strategies to mitigate the impacts of truck traffic on the roadways while still providing a good route for trucks to travel for their commercial needs, even during winter months when truck holds at the Nevada/California state line can be frequent. The following are current freight-focused activities along the I-80 corridor:

- All four states have 511 traveler information systems accessible from phone and web.
- Caltrans has a good working relationship with the California Trucking Association particularly during incidents and severe winter road conditions.
- Caltrans has a policy to not close the road for the snow; Caltrans only holds traffic and redirects traffic for crashes or spin-outs. Sometimes these “hold” restrictions are implemented only for trucks and can also apply to westbound trucks on Nevada side of I-80 trying to cross the state line causing truck queues in Nevada.
- Restrictions or closures at the Nevada/California state line for west bound traffic (or restrictions to trucks) require truck turnarounds at Mile Post 1 on I-80 in Nevada.
- Caltrans has implemented processes to give freight priority for crossing Donner Pass during the week, but passenger/tourist vehicle traffic on weekends.
- Representatives from Caltrans, NDOT, highway patrols, and even local agencies near the CA/NV state line on I-80 conduct a pre-winter driving season strategic planning session each year in preparation for the winter driving season. This forum is used to provide updates on new systems, processes, tools, and discuss what has worked well or what hasn’t worked well in previous years.
- In Nevada, there is Internet access at select truck stops for access to traveler information.
- In Nevada, the need to inform west-bound freight traffic of winter weather closures/truck holds at the state line has guided the deployment of ITS infrastructure (CCTV, DMS, HAR) on the I-80 corridor. NDOT has also installed flashing beacons warning trucks when I-80 is closed at the state line.
- NDOT has put processes into place to begin notifications of closures from District 2 (Reno/Sparks in western Nevada) to District 3 (Elko in eastern Nevada), Utah DOT and Wyoming DOT depending on the anticipated length of the state line closure or restriction.
- NDOT Public Information Office also contacts truck stops, welcome centers, and other key locations along I-80 corridor to notify of state line closures or restrictions.
- Caltrans shares its camera images on I-80 leading up to the CA/NV border with NDOT District 2 which provides NDOT with real-time traffic management capabilities outside of their state lines.
- There are currently 750 truck spaces in Nevada between Fernley and the state line, 200 spaces at a truck stop in the City of Reno, and shoulder parking of 800 spaces (only if allowed). This does not currently, and will not in the future accommodate enough of the 2,500 westbound trucks daily traveling the I-80 corridor, although this provide temporary relief from truck queuing currently.
- Chain controls are not manned in NDOT District 3 because of personnel limitations. NDOT District 3 though has embraced the use of ITS technologies, such as DMS, HAR, and flashing signs, to support traffic management.
- Nevada is actively trying to get information out to the trucking industry with flyers for alternative route suggestions, signs, HAR broadcasts, and other methods to suggest that any truck travel not to the San Francisco/Oakland area take another route other than I-80.

- UDOT has done some extensive research relative to freight traffic patterns, freight issues and the impact of the types of freight that use the I-80 and connecting corridors throughout the Western and Central United States. Having an understanding about how and where freight moves within this network will provide valuable input to the Coalition partners.
- UDOT disseminates traveler information via alternative services such as commercial radio broadcasts, and through traffic video sharing directly to four television stations.
- Wyoming has initiated a program called WYDOT Authorized Travel (WAT) which allows subscribers to receive travel rights within restricted/closed roads. These are typically used in remote locations for those trucks and travelers that cannot be stopped in the cold of winter. As conditions change, messages are updated to WAT subscribers. This system taps into the 511 Notify system (GovDelivery) to allow local residents to apply for permission to travel when conditions are not dangerous. This service is available to freight travelers.
- Wyoming has implemented variable speed limit signs between Rawlins and Laramie to provide timely and site-specific regulatory speed limits to guide travelers and freight through the corridor.

### **3. WHAT ARE DOT ISSUES IN THE I-80 CORRIDOR?**

The following is a summary of issues/comments from the January, 2010 I-80 Coalition Meeting. Additional issues will likely emerge from discussions with freight community.

- There is a lack of available truck parking during I-80 closures or winter weather truck restrictions near the CA/NV state line; impacts Reno and points east on the I-80 corridor, as well as impacting the California side for points west on the I-80 corridor from the state line for eastbound truck traffic.
- There are heavy truck volumes along the corridor. The Caltrans average daily traffic volumes are in the 30,000 vehicle range, with 6,000 of those being trucks. In the Utah Salt Lake Valley, truck volumes are in the 15% range, but up at Parley's Canyon and Echo Canyon in mountainous terrain, the truck percentages are more in the range of 30-40%. Wyoming experiences truck volumes in the 30-60% range of their total volume of traffic.
- There is limited real-time information available in rural areas which limit the DOT ability to respond to incidents and road conditions on I-80.
- There are roughly 400 centerline miles of I-80 traveling through Wyoming. The highway typically experiences 7,500 to 25,000 vehicles per day and the truck percentage is on average 50% of that volume.
- There is a need to disseminate traveler information to trucks on I-80 across the states, especially with respect to winter weather road closures and truck parking.
- There is a need to disseminate traveler information on other roadways as well that act as feeders of freight traffic to I-80. Such highways are I-15, I-84 and U.S. 30 (I-84 to I-80 bypass route typically used by half of trucks traveling the I-84/I-80 route). Information needs to be shared in neighboring states to satisfy the "in advance of a decision point" requirement for route specific information. Typical standards of providing traveler information (DMS and HAR) only a few miles in front of a decision point works for passenger vehicles most of the time, but it does not allow adequate time for freight to be able to make long haul route decisions. These decisions need to be made near the origin of travel in California or east of Wyoming.
- Involve additional states in I-80 freight discussion going east: Colorado and Nebraska.
- Need to involve the larger trucking companies in traveler information strategy development to ensure appropriate strategy for dissemination to dispatchers and drivers is achieved.
- Trucks are a high percentage of the vehicle volume on the roadways and there is a need to better understand how to serve this large user group. There are safety and economic impacts that need to be addressed.
- There are weight and size restrictions when trucks are diverted to county roads that need to be more coordinated so as to not danger the trucks or the alternate facilities they are diverted to that may cause damage.

## **4. WHAT DOES THE I-80 COALITION WANT TO FIND OUT FROM FREIGHT?**

The following summarizes information that the I-80 Coalition would like to understand. These questions and issues will form the basis for a freight-focused stakeholder meeting and one-on-one conversations with key representatives from the freight industry:

- What types of information are or could be useful for truck operators and the freight and/or shipping community (i.e. road closure information, weather conditions, construction information)?
- What is the best way for DOTs to transmit the pertinent information effectively and efficiently to drivers? How they are currently getting information. Is 511 widely used? Are DMS and HAR helpful or beneficial? UDOT has done some research with truck drivers as well as dispatch/operations staff. Drivers indicated that DMS/VMS was the preferred way to receive en-route information about road conditions, but that placement of these signs near major decision points did not allow for enough time to make route deviation decisions. Internet and HAR did not rank high among truck drivers, although HAR combined with DMS/VMS was seen as valuable. Drivers did not feel 511 provided the right information for truckers (seen as good for commuters/passenger vehicles). 511 could be more valuable with a quick prompt for trucking-specific information. What is the role of freight/fleet dispatch and what information do they need? Dispatch/operations centers could obtain more comprehensive information through a web site, and a site that provides information geared for long-haul route planning would be ideal. Distribution lists to dispatch companies could provide periodic updates of road conditions and issues (Email? Audio blast?).
- What tools are used in-vehicle, on the road, or at truck stops that could be used to supplement with more information for freight travelers?
- What quantity of information is beneficial to freight? Comprehensive information all along route to be able to make their own route decisions or specific to impacts by route? Do drivers make route decisions or do dispatch centers make route decisions?
- Are there regulatory/safety issues and how those could impact delivering information to freight (example...PDA or mobile apps to access information could contribute to distracted driving)?
- How far in advance do freight drivers need information in order to be able to make alternate route decisions – are they getting information in time? Long haul versus short haul information needs will be key. Reference bullet above about placement of DMS/VMS; current placement strategy of a mile to a few miles in advance of key decision points might not allow for enough time to make route decisions. Information reaching Port locations to delay or reroute truck travel toward Sierras if necessary.
- What issues does trucking/freight have with the I-80 Corridor (i.e. congestion, surface conditions, bottlenecks, weight/size restrictions, etc.)? Would truck staging areas be beneficial to key locations along I-80 rather than holding truck traffic on highways during inclement weather?
- Do freight/goods movement stakeholders want to participate in the I-80 Coalition as a member or as an external advisor when requested? Who would be the ideal representatives from this stakeholder community?

## **5. WHAT ARE ISSUES/NEEDS FOR FREIGHT?**

*\*\*This is information that we will need to obtain from a meeting with freight/goods movement stakeholders.\*\**

### **5.1 Short Haul**

*5.1.1 Operational*

*5.1.2 Pre-Trip*

*5.1.3 En-Route*

### **5.2 Long Haul**

*5.2.1 Operational*

*5.2.2 Pre-Trip*

*5.2.3 En-Route*

### **5.3 Freight Services**

Do the issues/needs vary by the type of service that freight traveler is providing?

*5.3.1 Less Than Truckload (LTL) Carriers*

*5.3.2 Private Carriers*

*5.3.3 For-Hire Carriers*

*5.3.4 Small Package and Parcel Carriers*

### **5.4 Planning Focus**

*5.4.1 Long Range System Planning*

*5.4.2 Freight Management Planning*

*5.4.3 Corridor System Planning (such as Caltrans CSMP process)*

*5.4.4 Feeder and Connector Route Planning (I-15, I-80 west of Sacramento, I-84)*

## **6. FREIGHT/GOODS MOVEMENT RESEARCH AND CURRENT COALITIONS**

In addition to interviews with freight and goods movement stakeholders within the corridor, there are some potential lessons learned and best practices that can be gleaned from current research and multi-state activities. The following sections give a brief summary of potential research resources, and other freight/goods movement coalitions that exist throughout the United States. These other coalitions may provide some insights from current involvement with various freight/goods movement stakeholders, research on specific issues, etc. Some may be geographically distanced from the I-80 corridor, but could provide some pertinent research or insights.

### **6.1 National Cooperative Freight Research Program**

The NCFRP is sponsored by the USDOT Research and Innovative Technology Administration, and managed by the Transportation Research Board. The focus of the NCFRP is to advance research focused on freight and goods movement, examining topics such as policy and regulatory, safety, economic impacts, warehousing and drayage, integrating freight into state and regional planning processes, as well as a focus on multi- and intermodal freight issues. Recent NCFRP topics and research activities that might provide some beneficial information include:

- NCFRP 04: Identifying and Using Low-Cost and Quickly Implementable Ways to Address Freight-System Mobility Constraints
- NCFRP 05: Framework and Tools for Estimating Benefits of Specific Freight Network Investment Needs
- NCFRP 09: Institutional Arrangements in the Freight Transportation System (completed)
- NCFRP 23: Understanding the Transportation Factors and Economics of Locating Freight Intermodal and Warehouse Distribution Facilities
- NCFRP 24: Preserving and Protecting Freight Infrastructure and Routes
- NCFRP 26: Strategies for Measuring Costs of Freight Transportation
- NCFRP 26A: Freight Transportation Cost Data Elements

### **6.2 Transportation Research Board – Freight System Group**

TRB has several committees focused on freight and goods movement. These committees may provide valuable resources from agency perspectives, private freight/intermodal companies, as well as policy/regulatory insights.

### **6.3 Central Corridors Freight Committee (CCFC)**

<http://www.centralcorridors.com/cc/>

CCFC provides private sector transportation and logistics stakeholders in the Upper Midwest a means of promoting regional cooperation and coordination. Goal of the CCFC is to make sure that freight mobility is understood and taken into consideration in State and local decision making as well as the federal level. The CCFC participated in workshops of the Midwest Freight Corridor Study for provide a private sector perspective on the creation of the Mississippi Valley Freight Coalition.

The Committee activities focus around education about freight issues and the need for a more focused attention on the growth of freight affecting the transportation networks. Some of the activities of this Committee have included:

- **Regional Intermodal Freight:** Promote local access to a region-wide system for intra-regional intermodal freight operations and connections by identifying and quantifying economic and other conditions necessary for building-out to a mature system over time.
- **Ports, Waterways, Dual Uses:** Promote looking at lake and river waterways, ports and navigational infrastructure, both for expanded use for traditional bulk commodities but, also, for renewed use for non-bulk commodities and trade and, at port facilities and connectors, for dual use truck-rail transfer and distribution operations, as part of a region-wide system for intermodal freight operations.
- **Central Corridor Bottlenecks:** “CREATE” an enumeration of specific projects for regional cooperation and coordination to identify, quantify and systematically eliminate bottlenecks which impede mobility on the Central Corridors.
- **Performance Based Regulation, Promoting Overall Safety:** Explore and promote pilot projects, the scope of which require regional cooperation, leading to potential exemption from prescriptive regulations, based on reliable, audit-friendly data and metrics which demonstrate simultaneous improvement in private sector productivity, effective utilization of infrastructure capacity and overall safety.
- A summary of critical components of the final “highway” reauthorization bill (TEA-LU, SAFE-TEA, or other name) which are critical to CCFC's potential agenda, near and long term.

#### **6.4 Eastern Border Transportation Coalition (EBTC)**

<http://www.ebtc.info/>

Since 1994, the purpose of the EBTC has been to increase the efficiency of the Eastern Canada/US Border Crossings. Members of the Coalition consist of state and provincial departments of transportation that work together to support and participate in the development of Eastern Canada/US border crossing planning and development projects. The EBTC provides resources to truckers and motorists to inform them of border crossing requirements.

Some of the accomplishments from this Coalition include:

- 1993 EBTC Needs Study
- 1997 EBTC Trade and Traffic Study
- 1999 National Roadside Survey
- Annual Conferences /Forums on EBTC Regional Issues
- Representative on USDOT/Transport Canada Transportation Border Working Group (TBWG)
- EBTC Study of Rail Freight Crossing the Canada-U.S. Border
- EBTC - Western Hemisphere Travel Initiative (DHS 2005-0023)
- Whitepaper : The Importance of Efficient Canada/U.S. Border Crossings



## **6.5 Freight Stakeholders Coalition**

<http://www.freightstakeholders.org/>

The Freight Stakeholders Coalition is comprised of shippers and public and private transportation providers that work together to support policies and promote freight mobility. Transportation planners undertake comprehensive analysis and evaluation of the potential impact of transportation plans and programs while addressing the aspirations and concerns of the society served by these plans and programs. The Freight Stakeholders Coalition seeks to aggregate resources useful to transportation practitioners and planners. Research studies, speeches and presentations from meetings, position papers, and other documents are provided through the Coalition website as resources.

## **6.6 I-95 Corridor Coalition**

<http://www.freightacademy.org/>

The I-95 Corridor Coalition has created the Freight Academy – An Immersion Program for Public Sector Transportation Professionals program. This program is designed for mid-level freight professionals in the public sector whose existing or future responsibilities include freight-related planning and decision-making. The program is not limited to the Coalition member states. Each Freight Academy class consists of thirty people selected from a pool of applicants. The Academy's practical orientation to the private sector's needs and decision-making processes provides participants with the knowledge to make sound investments and policies based on an understanding of the supply chain.

In order to be accepted to the Freight Academy Program, applicants must complete FHWA's Integrating Freight in the Transportation Planning Process Course.

<http://ops.fhwa.dot.gov/freight/fpd/Docs/fpdintegrate/fpdintegrate.htm>

## **6.7 Mississippi Valley Freight Coalition**

<http://www.mississippivalleyfreight.org/>

In 2008-2009 the Mississippi Valley Freight Coalition (MVFC) obtained \$750,000.00 in federal funding from the National Center for Freight and Infrastructure Research and Education (CFIRE) to promote regional cooperation and coordination in freight and goods movement. The Coalition also hosts an annual conference.

## 7. ACTION ITEMS/NEXT STEPS

The freight traffic along I-80 accounts for a large percentage of travelers that experience hazardous and challenging road conditions during winter months. Freight traffic also is challenged more than standard vehicles because of the size of their vehicles and the caution and safety that is needed to maneuver a truck through winter road conditions. Freight and goods movement is vital to the economic sustainability in each of the I-80 partner states, and conditions or hazards that limit freight mobility have severe economic impacts. The I-80 Coalition proposes the following action items to involve the freight community as well as develop tangible solutions to address freight's needs along the I-80 corridor. Action items include:

- Proposed Freight Coordination Plan – includes traveler information strategies, marketing parking availability, facility restrictions and other information that would be beneficial to supply to freight travelers.
- Identify key freight stakeholders to include in the initial 'freight needs on I-80 corridor' discussion. Schedule a 2-3 hour meeting in Reno/Carson City or potentially Salt Lake City. Gauge interest/ability for freight stakeholders to attend. Ideally get reps from CA, NV, and UT. Wyoming is important as well but may be difficult due to travel logistics.
- Schedule one-on-one calls with select freight Coalition members to gather additional input to the types of activities and outcomes the I-80 Coalition could have an influence on.
- Document/summarize freight needs and post on website. Develop a tab for Freight links and resources. Include website with I-80, key decision points, and primary feeder routes. Coordinate with Dan Kuhn at UDOT to develop.
- Research best practices/strategies from other freight research and coalitions (this could be a parallel activity), including NCFRP and TRB freight/goods movement focused research.
- Develop an action plan with 'low hanging fruit' and longer term strategies that could be integrated into the I-80 activities, and be a topic at the fall workshop.
- Develop freight-specific outreach sheet (2 pages) to gain attention from more freight partners and national initiatives. Include information on the I-80 coalition web site.
- Identify a few key freight stakeholders to include as Coalition members as well as additional states.

## 8. POTENTIAL CONTACTS

This section identifies key representatives from freight industry, including agency/regulatory as well as freight/shipping companies. This contact list provides representatives that could potentially be involved in the I-80 strategy discussions. It will be important initially to identify freight representatives from the national and DOT perspectives as well as freight companies and associations that speak on behalf of the freight companies to define the needs and issues accurately. In the longer term, stakeholders such as other coalitions, committees, or multi-stakeholder groups could be offered opportunities to provide input.

Following is a list of organizations and DOT departments that can be contacted to provide input in the I-80 Coalition. These potential contacts could provide input to help the Coalition understand the I-80 Corridor freight and goods movement issues and needs.

### 8.1 National

#### 8.1.1 *Federal Motor Carrier Safety Administration*

California Division, 916-930-2760  
Nevada Division, 775-687-5335  
Utah Division, 801-963-0096  
Wyoming Division, 307-772-2305

#### 8.1.2 *American Trucking Association (ATA)*

Darrin Roth, Director of Highway Operations, 703-838-1900, [droth@trucking.org](mailto:droth@trucking.org)  
Curtis Whalen, 703-838-1867, [cwhalen@trucking.org](mailto:cwhalen@trucking.org)  
Ted Scott, 703-838-1908, [tscott@trucking.org](mailto:tscott@trucking.org)

#### 8.1.3 *TRB and NRCRP Research Organizations*

Elaine King, National Academy of Sciences, [aking@nas.edu](mailto:aking@nas.edu)

#### 8.1.4 *Coalition for America's Gateways and Trade Corridors (CAGTC)*

Leslie Blakey, Executive Director, 202-828-9100, [lblakey@blakey-agnew.com](mailto:lblakey@blakey-agnew.com)  
Adrienne Gregory, Manager, 202-828-9100, [agregory@blakey-agnew.com](mailto:agregory@blakey-agnew.com)  
Jeff Agnew, Communications Director, 202-828-9100, [jagnew@blakey-agnew.com](mailto:jagnew@blakey-agnew.com)

#### 8.1.5 *Western Association of State Highway and Transportation Officials – Committee on Highway Transport*

Website: [http://www.washto.org/committees/hwy\\_transport/annual.asp](http://www.washto.org/committees/hwy_transport/annual.asp)

California James Anderson  
Nevada Jeff Richter [jrichter@dot.state.nv.us](mailto:jrichter@dot.state.nv.us)  
Eric Glick [eglick@dot.state.nv.us](mailto:eglick@dot.state.nv.us)  
Utah Rick Clasby [rclasby@utah.gov](mailto:rclasby@utah.gov)  
Wyoming Lorrie Sopko [lirrie.sopko@dot.state.wy.gov](mailto:lirrie.sopko@dot.state.wy.gov)  
John Beasley [john.beasley@dot.state.wy.gov](mailto:john.beasley@dot.state.wy.gov)

## 8.2 Nevada

### 8.2.1 Nevada Motor Transit Association (NMTA)

Website: <http://www.nmta.com>

#### **Reno/Sparks Office**

8745 Technology Way, Suite E  
Reno, NV 89521  
775-673-6111

#### **Las Vegas Office**

3830 E Craig Road  
Las Vegas, NV 702-262-5665

Paul Enos, CEO, [pje@nmta.com](mailto:pje@nmta.com)  
Joe McCallum, Safety Director, [joe@nmta.com](mailto:joe@nmta.com)  
Vance Christiaens, Office Manager, [vance@nmta.com](mailto:vance@nmta.com)

### 8.2.2 Nevada DOT, Intermodal Planning Division

Website: [http://www.nevadadot.com/reports\\_pubs/Goods\\_Movement/smallurban@dot.state.nv.us](http://www.nevadadot.com/reports_pubs/Goods_Movement/smallurban@dot.state.nv.us)

### 8.2.3 Nevada DOT, Motor Carrier Division

Website: <http://www.dmvstat.com/mchome.html>

## 8.3 California

### 8.3.1 California Trucking Association (CTS)

Website: <http://www.caltrux.org/>  
Contact: 916-373-3500  
[cta@caltrux.org](mailto:cta@caltrux.org)  
4148 East Commerce Way  
Sacramento, CA 95834

### 8.3.2 Caltrans, Transportation Planning Division, Office of Goods Movement (OGM)

Website: <http://www.dot.ca.gov/hq/tpp/offices/ogm/index.html>  
Contact: Brude de Terra  
[Bruce\\_de\\_terra@dot.ca.gov](mailto:Bruce_de_terra@dot.ca.gov)

### 8.3.3 Caltrans, Office of Truck Services

Website: <http://www.dot.ca.gov/hq/traffops/trucks/>

### 8.3.4 Caltrans, Motor Carrier Services

Website: <http://www.dmv.ca.gov/mcs/mcs.htm>

## **8.4 Utah**

### *8.4.1 Utah Trucking Association*

Website: <http://www.utastrucking.com/>  
3060 West California Avenue Suite A  
Salt Lake City, UT 84104  
801-973-9370

David Creer, Executive Director, [dave@utastrucking.com](mailto:dave@utastrucking.com)  
Karla Alvey, Office Manager, [karla@utastrucking.com](mailto:karla@utastrucking.com)

### *8.4.2 Utah DOT, Motor Carrier Division*

Website: <http://www.dot.state.ut.us/main/f?p=100:pg:0:::1:T,V:188>,  
Richard Clasby, Director, 801-965-4156, [rclasby@utah.gov](mailto:rclasby@utah.gov)

## **8.5 Wyoming**

### *8.5.1 Wyoming Trucking Association*

Website: <http://www.wytruck.org/>  
555 North Poplar  
Casper, WY 82601  
877-878-2515  
307-234-1579

### *8.5.2 Wyoming DOT, Trucking/Commercial Vehicles*

Website: [http://www.dot.state.wy.us/wydot/trucking\\_commercial\\_vehicles](http://www.dot.state.wy.us/wydot/trucking_commercial_vehicles)