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ASSOCIATION

VIRTUAL NATURAL  
GAS FUELING

20<sup>TH</sup> ANNUAL  
SUTA CHARITABLE  
GOLF TOURNAMENT

2026 CALL ON WASHINGTON

2026 SPRING WARMUP SPORTING CLAY TOURNAMENT

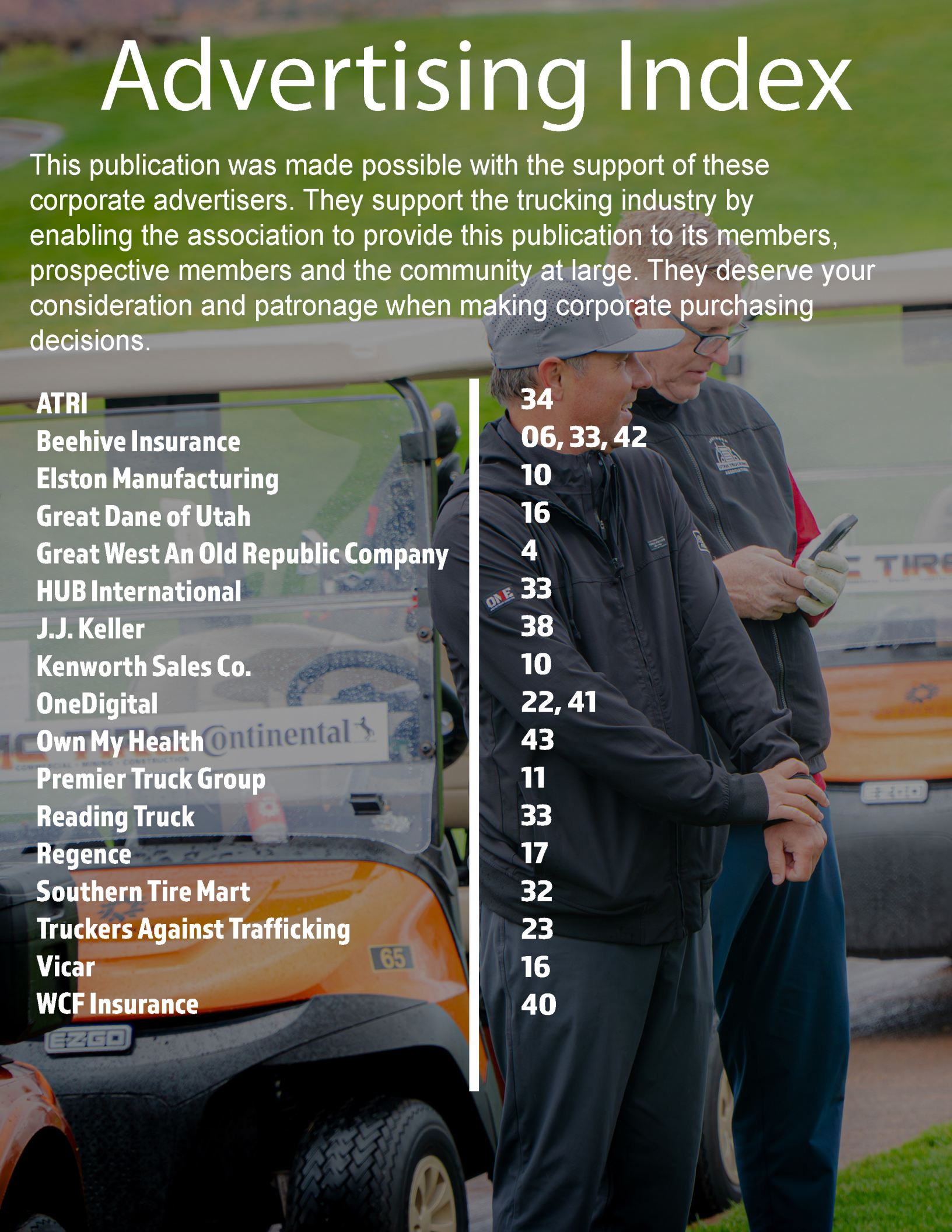
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<b>ATRI</b>	<b>34</b>
<b>Beehive Insurance</b>	<b>06, 33, 42</b>
<b>Elston Manufacturing</b>	<b>10</b>
<b>Great Dane of Utah</b>	<b>16</b>
<b>Great West An Old Republic Company</b>	<b>4</b>
<b>HUB International</b>	<b>33</b>
<b>J.J. Keller</b>	<b>38</b>
<b>Kenworth Sales Co.</b>	<b>10</b>
<b>OneDigital</b>	<b>22, 41</b>
<b>Own My Health</b>	<b>43</b>
<b>Premier Truck Group</b>	<b>11</b>
<b>Reading Truck</b>	<b>33</b>
<b>Regence</b>	<b>17</b>
<b>Southern Tire Mart</b>	<b>32</b>
<b>Truckers Against Trafficking</b>	<b>23</b>
<b>Vicar</b>	<b>16</b>
<b>WCF Insurance</b>	<b>40</b>



# TABLE OF CONTENTS

5..... PRESIDENT'S MESSAGE

9..... DIRECTOR'S MESSAGE

12..... VIRTUAL NATURAL GAS FUELING

18..... 2026 CALL ON WASHINGTON

21..... DRIVERS OF THE MONTH

24..... 20TH ANNUAL SUTA GOLF TOURNAMENT

36..... 2026 SPRING WARM UP SPORTING CLAY TOURNAMENT



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**Adam Lindsay**  
**Alpha Transport**

# President's Message

As I begin my term as President of the Utah Trucking Association, I want to express how honored and excited I am to serve this outstanding organization and the members who make it strong. Trucking is the backbone of our economy, and I look forward to working alongside our board, members, and industry partners as we continue advocating for the businesses and professionals who keep America moving.

First and foremost, thank you to everyone who attended our Annual Convention and Trucking Expo. The event was a tremendous success and a testament to the strength, professionalism, and commitment of Utah's trucking industry. From educational sessions and networking opportunities to the impressive exhibits and equipment displays, the convention showcased the very best of our industry and the people who keep it moving forward every day.

I also want to extend a special thank-you to those who participated in our call-on Washington, D.C., this past March. Our delegation had the opportunity to meet with members of Utah's congressional delegation and discuss the issues that matter most to our industry.

The trip was an overwhelming success, and the relationships we continue to build with our elected officials are critical to ensuring the trucking industry's voice is heard on Capitol Hill.

As president, there are two priorities that remain at the forefront of my focus: reconnecting with our "why" as an association and growing our membership. Our industry plays a vital role in Utah's economy and in the daily lives of the people we serve. As an association, our purpose is to advocate, educate, and unite the trucking community while ensuring we remain relevant and valuable to current and future members. Growing our membership strengthens our collective voice and enhances our ability to serve the industry effectively.

As many of you know, my leadership philosophy has always been grounded in five core values: **Accountability, Leadership, People, Honesty, and Adaptability**. These principles have guided me throughout my career and will continue to shape my approach as President of the Utah Trucking Association.

Accountability means following through on our commitments to members. Leadership means proactively addressing challenges and opportunities facing our industry. People remain at the center of everything we do because our success depends on the dedicated professionals who move freight safely every day. Honesty requires transparent communication and advocacy that members can trust. And Adaptability is essential as we navigate an ever-changing regulatory, economic, and technological landscape. Together, these values will help guide our association as we strengthen our purpose, serve our members, and build for the future.

Last month, we held our first Executive Board meeting of the year, and I am excited about the work already underway. We are hitting the ground running by reviewing and modernizing our bylaws, evaluating committee structures, and revisiting officer roles and responsibilities to ensure the association is positioned for long-term success. These efforts are designed to strengthen our organization, improve member engagement, and build a strong foundation for the future.

As we look ahead, our industry continues to navigate an increasingly complex global environment. Ongoing geopolitical tensions, shifting trade policies, supply chain disruptions, and uncertainty in energy markets can affect freight volumes, equipment costs, fuel prices, and overall economic growth. While many of these factors are beyond our control, they reinforce the importance of maintaining a strong, unified industry voice and staying actively engaged with policymakers at every level.

As always, legislative and regulatory developments continue to impact our industry. A few federal issues deserve close attention:

- **Combating Organized Retail Crime Act (CORCA):** This legislation continues to gain strong bipartisan support. Given the ongoing concerns surrounding cargo theft and supply chain-related crime, the American Trucking Associations has made CORCA a legislative priority. The Utah Trucking Association has joined industry partners in signing a letter of support.
- **Elimination of the Federal Excise Tax (FET):** Discussions have been renewed at the federal level regarding the repeal of the Federal Excise Tax on new trucks and equipment. This remains a significant issue for fleets, equipment investment, and overall industry growth.

At the state level, several issues are currently being discussed during interim committee meetings:

- **Alternative Fuel Conversion Sales Tax Credits:** Legislators are considering eliminating sales tax credits for alternative fuel conversions due to limited utilization of the program.
- **Non-Domiciled Driver CDL Requirements:** Policy-makers continue to evaluate requirements surrounding non-domiciled commercial driver's licenses. Concerns have been raised regarding limited eligibility and potential audit or compliance risks for the Driver License Division.

These issues reinforce the importance of maintaining a strong, engaged association that actively advocates for Utah's trucking industry.

The year ahead presents both opportunities and challenges, but I am confident that by staying grounded in our purpose and committed to our core values, we will continue to move our association and our industry forward. Thank you for the trust you have placed in me. I am honored to serve as your President and excited for what we will accomplish together.

Thank you for your continued support, participation, and commitment to our industry. Together, we will continue to strengthen our association, grow our membership, and ensure that Utah's trucking industry remains a respected and influential voice at both the state and federal levels.

I look forward to working alongside each of you throughout the year ahead.

Adam B. Lindsay  
President  
Utah Trucking Association



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**Rick Clasby**  
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# Directors Message

## Affiliation, Gratitude, and Looking Ahead

Although Phil Jackson and his teams have always been a plague to the Utah Jazz, he was right when he said, "The strength of the team is each individual member. The strength of each member is the team."

That simple statement captures the value of association membership. The Utah Trucking Association exists because individuals and companies choose to come together around common goals—improving safety, advocating for sound public policy, addressing industry challenges, and ensuring that trucking remains a strong and respected part of Utah's economy. Working together, we accomplish far more than any one company or individual could achieve alone.

As we begin a new association year, I want to take a moment to recognize two leaders who have helped guide that effort.

First, thank you to Adam Mason for his service as President of the Utah Trucking Association. Adam provided steady leadership during

his tenure and dedicated significant time and energy to advancing the interests of our members and the trucking industry. We appreciate his willingness to serve and his continued commitment to the association.

At the same time, I am excited to welcome Adam Lindsay as our new Association President. Adam has embraced this responsibility with enthusiasm, energy, and a genuine passion for the trucking industry. His excitement for the opportunities ahead is obvious, and his willingness to lead is very much appreciated. I look forward to working alongside him as we continue to strengthen and grow the association.

That spirit of engagement was evident throughout our recent Utah Trucking Association Management Conference and Truck Expo. While we will provide a full recap and photo highlights in the next edition of this magazine,

I want to express sincere appreciation to everyone who helped make the event a success. Thank you to our attendees, exhibitors, speakers, sponsors, volunteers, board members, and staff. Your participation and support continue to make this event one of the premier gatherings of trucking professionals in the region.

As we move into the summer months, the association remains focused on advocacy, safety, workforce development, and member services. We are fortunate to have strong leaders, engaged members, and dedicated industry partners who understand the importance of working together for the good of the industry.

Thank you for your continued support of the Utah Trucking Association. It is a privilege to serve alongside each of you.

Rick Clasby  
Executive Director  
Utah Trucking Association



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# VIRTUAL NATURAL GAS FUELING: EXTENDING ENERGY INFRASTRUCTURE THROUGH MOBILE PIPELINES

BY JAMES MORA — FREEDOM-CNG  
WITH EDITORIAL SUPPORT FROM ALEX SCHAY —  
ALLIANCE FOR CLEAN TRANSPORTATION

Access to reliable, affordable energy is a foundational requirement for modern industry and communities. Yet despite the vast reach of natural gas infrastructure, many industrial facilities, power generation sites, and remote communities remain beyond the economic reach of conventional pipelines. Building permanent pipeline infrastructure can require years of permitting, high capital expenditures, and complex environmental approvals. In response to these challenges, the energy industry has increasingly adopted **virtual natural gas fueling systems**—mobile delivery networks that transport compressed or liquefied natural gas by truck using specialized tube trailers.

Often referred to as “virtual pipelines,” these systems replicate the functionality of traditional pipeline supply chains by compressing natural gas at centralized facilities, transporting it by road, and delivering it directly to end users. The approach offers a flexible, scalable, and cost-effective alternative for extending natural gas access where physical pipelines are impractical.

## What Is a Virtual Natural Gas Pipeline?

A virtual natural gas pipeline is essentially a **mobile distribution network** that transports natural gas via road rather than through fixed steel pipelines. In a typical system, natural gas is compressed into

**Compressed Natural Gas (CNG)** or liquefied as **Liquefied Natural Gas (LNG)** at a production or pipeline interconnection facility. The gas is then loaded into high-pressure storage containers mounted on tractor-trailers—often referred to as **tube trailers**.

Once filled, these trailers are transported to customer locations, where the gas is offloaded, regulated, and delivered into the facility’s internal distribution system. When the trailer empties, it is replaced with a full one, ensuring uninterrupted supply.

This delivery method can supply natural gas to sites located hundreds of miles from existing pipelines, effectively creating a mobile pipeline network that leverages existing road infrastructure.

## The Technology Behind Tube Trailer Delivery

Modern virtual pipeline systems rely on advanced storage and transportation technologies. High-pressure CNG tube trailers typically consist of multiple steel or composite cylinders connected together and mounted within a containerized frame. These cylinders can store gas at pressures **ranging from 2,400 psi for steel trailers to 3,600 psi for modern composite units—with 3,600 psi now the dominant industry standard**, enabling large quantities of fuel to be transported efficiently.[1]

Some large-capacity trailers can transport **350,000 to over 530,000 standard cubic feet (SCF)** of natural gas per load, with the largest configurations exceeding 600,000 SCF, dramatically increasing delivery efficiency compared to earlier designs.[2]

At the receiving site, a **pressure reduction system (PRS)** regulates the gas flow and reduces the pressure to the levels required for industrial equipment, power generation units, or vehicle fueling stations. These systems often include automated monitoring and telemetry that track pressure levels and schedule trailer replacements when supply runs low.

In larger installations, several trailers may be staged on site, forming a buffer inventory that allows continuous gas supply while empty trailers are replaced by full ones.

## Key Advantages of Virtual Natural Gas Fueling

### 1. Rapid Deployment

Constructing a conventional pipeline can take years and cost millions of dollars per mile. By contrast, a virtual pipeline can be deployed in weeks or months because it relies on **existing road networks rather than new pipeline construction**.

This makes the technology particularly attractive for temporary or transitional applications, such as industrial expansions, remote resource extraction projects, or emergency fuel supply.

### 2. Access for Remote Locations

Many facilities—including mines, manufacturing plants, agricultural operations, and remote communities—operate beyond the reach of pipeline infrastructure. Virtual pipelines enable these locations to benefit from natural gas without waiting for pipeline expansion.

In some cases, deliveries can extend **up to 500 miles beyond existing gas pipelines, though the economically optimal range for CNG delivery is typically under 250 miles**, dramatically expanding the reach of natural gas markets.[3]

### 3. Lower Capital Costs

Pipeline construction involves significant upfront investment in rights-of-way, trenching, and environmental mitigation. Virtual pipelines eliminate most of these costs.

For many industrial users, the cost of switching from fuel oil or diesel to natural gas using tube-trailer delivery can still result in significant fuel savings. In some cases, compressed natural gas **has been approximately one-quarter to one-third the price of residual fuel oil—a price advantage that has widened as natural gas markets have decoupled from global crude**, making conversion economically attractive.[4]

### 4. Environmental Benefits

Natural gas burns cleaner than many traditional fuels used in industry and power generation. Compared with heavy fuel oils, CNG can produce **approximately 70–85% less nitrogen oxides (depending on combustion technology), over 99% less sulfur dioxide, and approximately 90% less particulate matter**,

contributing to improved air quality. These figures reflect EPA emissions factor data comparing natural gas to residual fuel oil combustion.[5]

Additionally, virtual pipelines can transport **renewable natural gas (RNG)** derived from organic waste sources such as landfills, farms, and wastewater facilities. This allows renewable fuels to reach markets that might otherwise remain inaccessible.

### 5. Flexibility and Scalability

A defining advantage of virtual fueling systems is their modular nature. Supply can be increased simply by adding more trailers or delivery cycles. If a facility expands production or seasonal demand fluctuates, the fuel supply system can scale accordingly.

Some modern systems even use modular containers that can be distributed among multiple customers according to their specific gas requirements, avoiding inefficient transport of surplus fuel.

### 6. The Renewable Natural Gas Opportunity: Turning Waste Into a Climate Asset

One of the most compelling and fastest-growing applications of virtual pipeline technology is the delivery of Renewable Natural Gas (RNG)—biomethane captured from organic waste sources and upgraded to pipeline quality. When RNG is derived from wastewater treatment plants or livestock operations, the environmental benefits extend far beyond air quality. Virtual pipeline delivery is often the only economically viable path to market for these sources, solving a “stranded asset” problem that has historically left enormous quantities of methane wasted through flaring or uncontrolled venting.

#### Why Methane Capture Matters

Methane is approximately 80 times more potent than carbon dioxide as a greenhouse gas over a 20-year period, and 27–30 times more potent over 100 years.[6] Every tonne of methane captured from an open lagoon or uncontrolled agricultural source prevents the equivalent of 27–30 tonnes of CO<sub>2</sub> warming. This means that RNG projects at wastewater and livestock facilities do not merely substitute for fossil fuel—they actively eliminate one of the most concentrated sources of agricultural and municipal greenhouse gas emissions.

## Wastewater Treatment Plants

The United States operates roughly 15,000 wastewater treatment plants, yet approximately 1,200 currently capture their biogas—roughly 8% of all facilities.[7] Hundreds more simply flare it. A large facility processing 100 million gallons per day can generate 1–3 million cubic feet of biogas daily, depending on whether co-digestion of organic waste is employed.[8] When upgraded and compressed, this biogas becomes RNG that can be loaded directly onto tube trailers and transported to pipeline injection points or CNG fueling stations without requiring costly pipeline interconnection infrastructure at the plant itself.

The co-benefits are significant. Capturing wastewater biogas can offset 30–100% of a treatment plant's electricity needs.[9] Anaerobic digestion reduces sewage sludge volumes by approximately 50%, lowering disposal costs.[10] Pathogens in the sludge are destroyed at rates up to 99% during the digestion process, improving the safety and quality of the biosolids that remain.[11]

## Livestock and Agricultural Digesters

Dairy and swine operations represent the most environmentally potent RNG feedstock available. When manure sits in open anaerobic lagoons—standard practice at most large livestock operations—it generates massive uncontrolled methane emissions directly into the atmosphere. Installing an anaerobic digester captures this gas before it escapes. A typical 1,000-cow dairy farm produces approximately 14.6 million cubic feet of biogas per year.[12] The EPA's AgSTAR program reports that 400 operational manure-based digesters in the U.S. collectively reduced emissions by 14.8 million metric tons of CO<sub>2</sub>e in 2023 alone—equivalent to removing 3.5 million passenger vehicles from the road.[13] Yet over 8,000 large dairy and hog operations are technically suited for biogas capture and remain untapped.[14]

Beyond greenhouse gases, digestion eliminates up to 99% of manure pathogens and dramatically reduces odor. The digestate—the material remaining after gas extraction—separates into nutrient-rich fractions that reduce dependence on synthetic fertilizers, lower phosphorus runoff into waterways, and help prevent the eutrophication of local streams and lakes.

## Virtual Pipeline Solves the Stranded Asset Problem

For small or remote biogas sources—a rural dairy farm, a mid-sized municipal treatment plant—pipeline interconnection is prohibitively expensive, often costing \$500,000 to \$5 million or more before a single cubic foot of gas is sold.[15] Virtual pipeline eliminates this barrier. Biogas is upgraded on-site to CNG-grade RNG (96–98% methane), compressed to trailer pressure, and loaded for transport. The same tube trailers used to deliver conventional natural gas can carry RNG without any modification, since upgraded RNG is chemically interchangeable with pipeline-quality fossil gas.

## Carbon Intensity and Financial Incentives

Not all RNG is created equal from a regulatory and financial standpoint. Under California's Low Carbon Fuel Standard and the EPA's Renewable Fuel Standard, the carbon intensity of a fuel pathway determines the value of the credits it generates. Landfill gas RNG achieves a carbon intensity of approximately 51–56 gCO<sub>2</sub>e/MJ. Wastewater RNG scores lower still, at roughly 40 gCO<sub>2</sub>e/MJ. Dairy and swine manure RNG, however, achieves deeply **negative** carbon intensity scores—often in the range of -300 to -530 gCO<sub>2</sub>e/MJ—because the regulatory methodology credits the avoided methane emissions from lagoons that would otherwise vent directly to the atmosphere.[16]

These carbon intensity differentials translate directly into revenue. Wastewater and manure RNG qualify for D3 cellulosic biofuel RINs under the federal RFS—the highest-value RIN category—and generate additional Low Carbon Fuel Standard credits in California, Oregon, Washington, and other states with clean fuel programs.[17] The layered incentive stack can make waste-derived RNG worth many multiples of fossil natural gas on an energy-equivalent basis, creating strong project economics even for small and remote sources that tube trailer delivery can now bring to market.

## Applications Across Industries

Virtual natural gas fueling systems serve a wide range of industries and applications:

### Industrial Manufacturing:

Factories that rely on high-temperature processes such as ceramics, glass, and food processing can replace oil-fired boilers with cleaner natural gas systems.

## Power Generation:

Temporary or distributed power plants frequently rely on CNG delivered by trailer, particularly in regions with limited infrastructure. The rapid growth of data center power demand has emerged as a significant new market driver, with operators deploying CNG virtual pipeline systems to supply gas-fired generation at off-grid or grid-constrained facilities.

## Transportation Fueling:

CNG fueling stations for vehicle fleets can be supplied through virtual pipelines until permanent pipeline connections are installed.

## Oil and Gas Production:

Remote drilling operations can use virtual pipelines to monetize stranded natural gas or supply gas-powered equipment.

## Renewable Gas Distribution:

Biogas from agricultural digesters or landfills can be upgraded to pipeline-quality gas and transported by trailer to injection points or end users.

## Reliability and Operational Continuity

A common concern about mobile gas delivery is reliability compared with permanent pipelines. However, modern virtual pipeline systems incorporate sophisticated logistics and monitoring technologies to ensure consistent supply.

Centralized control centers often monitor equipment performance and gas inventory levels in real time. Automated telemetry can trigger replacement deliveries before supply is depleted, maintaining continuous fuel flow. Some operators report system reliability rates exceeding 99 percent, comparable to traditional pipeline service.[18] These figures are operator-reported; in practice, achieving high reliability depends on fleet redundancy, logistics management, and maintaining staged trailer inventories at high-demand sites.

## Safety and Regulatory Considerations

Transporting compressed natural gas requires strict safety standards. Tube trailers are built using high-strength cylinders designed and tested according to international standards. These cylinders are equipped with pressure relief devices and other safety mechanisms to prevent over-pressurization.

During transportation, the trailers are regulated as hazardous materials and must comply with strict labeling, training, and handling requirements. Emergency response procedures and specialized detection equipment are used to identify and respond to potential leaks.

Despite these precautions, the industry has developed strong safety records through rigorous design standards and operational training.

## The Future of Virtual Gas Infrastructure

As global energy systems evolve, virtual pipelines are likely to play an increasingly important role in bridging infrastructure gaps. Their flexibility makes them particularly valuable in rapidly developing regions, remote industrial projects, and transitional energy systems where permanent infrastructure may not yet be justified.

In addition, the same transportation technologies used for natural gas are being adapted for emerging fuels such as **hydrogen and renewable methane**, suggesting that the virtual pipeline model may remain relevant even as energy systems decarbonize. It is worth noting that hydrogen transport requires purpose-built, hydrogen-rated tube trailers—existing CNG steel cylinders are not compatible due to hydrogen embrittlement risks—though the virtual pipeline logistics model itself translates directly. RNG, by contrast, is chemically interchangeable with conventional natural gas and requires no equipment modification whatsoever.

The virtual pipeline market itself is growing rapidly, with North America representing the largest regional segment and overall market growth projected at 5–7% annually through 2030.[19] The North American RNG industry added a record 130 new facilities in 2025 alone, with agricultural feedstocks accounting for a growing share of production.[20] Advances in lightweight Type IV composite cylinder technology—approximately 70% lighter than steel equivalents—are further improving the economics of tube trailer delivery by enabling significantly greater gas payload per trip.[21]

Distance can vary depending on location, infrastructure, and customer needs.

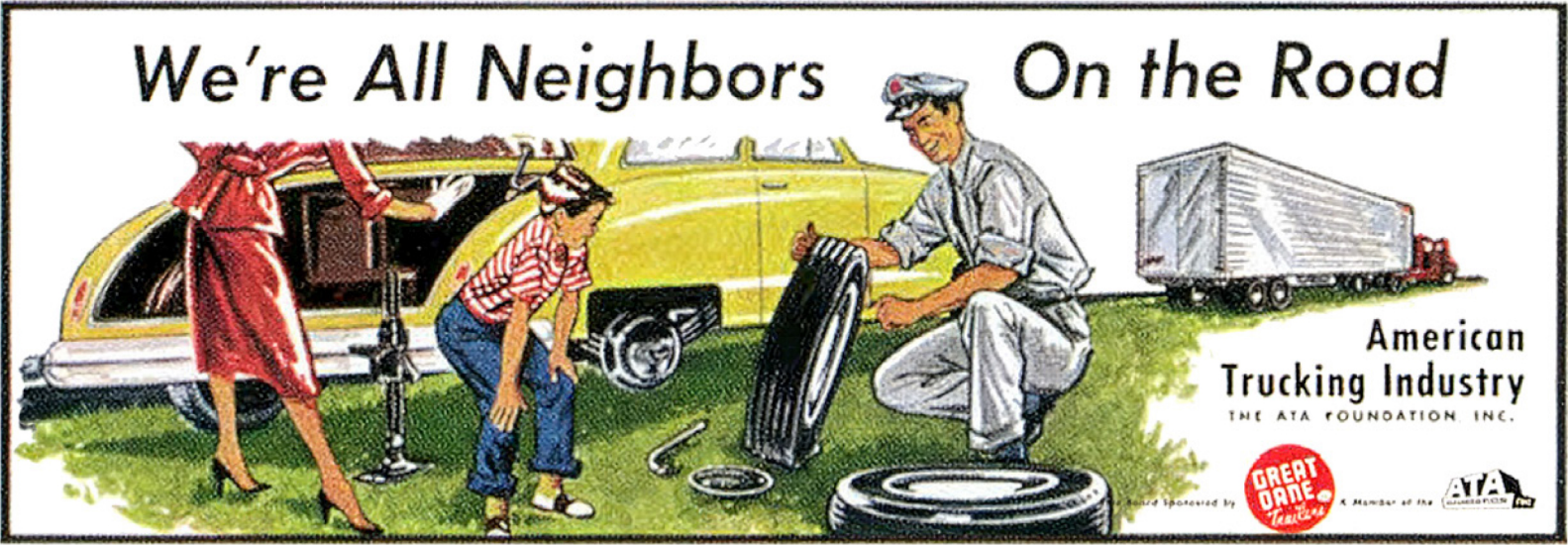
**Conclusion**

Virtual natural gas fueling represents a powerful innovation in energy logistics. By transforming roads into mobile gas corridors, tube-trailer delivery systems extend the reach of natural gas infrastructure far beyond the limits of traditional pipelines.

Through rapid deployment, reduced capital costs, and scalable supply capabilities, virtual pipelines enable industries and communities to access cleaner, more efficient fuel sources without waiting for costly infrastructure expansion. When the fuel being delivered is renewable natural gas captured from wastewater or livestock operations, the benefits multiply further—converting sources of potent greenhouse gas emissions into revenue-generating assets while delivering clean energy to markets that fixed infrastructure cannot reach. As energy demand continues to grow in remote and emerging markets, this flexible delivery model will likely remain an essential tool for expanding energy access while supporting cleaner fuel transitions.



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# UTA Members Advocate for Utah Trucking During 2026 Call on Washington

Written By: UTA Staff



Each year, the Utah Trucking Association organizes a trip to Washington, D.C., to give members the opportunity to meet directly with Utah's congressional delegation and discuss the issues affecting our industry. The 2026 Call on Washington was another successful opportunity for UTA members to serve as advocates for trucking and help ensure that the voice of Utah's trucking industry is heard at the national level.

This year's delegation included Rick Clasby and Jon Boyer of the Utah Trucking Association, along with Ryan Barney (Barney Trucking), Luke Braegger (Tramcor Corp), Drew Free (Superior Service Transport), Mark Lawver (Stokes Trucking), Doug Smith (Ralph Smith Co.), and Kyle Treadway (Kenworth Sales Co.).

The group arrived in Washington, D.C., on Tuesday, March 24, and began the trip with a visit to the American Trucking Associations headquarters. There, members received policy briefings from ATA's Hill Office team and heard from ATA President & CEO Chris Spear about current legislative priorities and the issues impacting the trucking industry nationwide.

Following the briefing and reception, Representative Blake Moore graciously invited the Utah delegation on a private tour of the United States Capitol, providing members with a memorable opportunity to experience one of our nation's most historic landmarks before heading into a full day of meetings on Capitol Hill.

On Wednesday, March 25, the delegation made its way to the House and Senate office buildings to meet with members of Utah's congressional delegation. Throughout the day, the group met with Senator John Curtis, Senator Mike Lee, Representative Celeste Maloy, Representative Burgess Owens, and Representative Blake Moore. The delegation also met with staff members from Representative Mike Kennedy's office.

These meetings provided an opportunity for members to discuss several key issues facing the trucking industry, including workforce development, preserving vehicle and fuel choice, crime targeting trucking, and workforce safety. Members also discussed legislation and policy initiatives currently being advanced by the trucking industry and the importance of identifying congressional support for these efforts.

One of the most valuable aspects of the Call on Washington is the opportunity for trucking professionals to share their real-world experiences directly with elected officials. Hearing firsthand how policies, regulations, workforce challenges, and criminal activity impact trucking companies helps lawmakers better understand the critical role our industry plays in keeping Utah's economy moving.

The Utah Trucking Association is grateful to the members who took time away from their businesses and families to participate in this year's trip. Their willingness to engage in the legislative process helps strengthen the industry's voice and ensures that Utah trucking remains represented in important policy discussions.





We would also like to thank the American Trucking Associations Hill Office team for coordinating congressional meetings and policy briefings that helped make the trip productive and informative. A special thank you goes to Julia Convertini, ATA's representative for Utah, whose guidance and organization helped keep the delegation informed and on schedule throughout the week.



Advocacy remains one of the most important functions of any trade association. By bringing members directly to Washington, D.C., the Utah Trucking Association helps ensure that the concerns and experiences of Utah's trucking community are heard by those making decisions that affect our industry every day.

Thank you to everyone who participated in this year's Call on Washington. We look forward to continuing these important conversations and returning with another Utah delegation in 2027.



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**JANUARY 2026**

**KEVIN WEATHERFORD**  
C. R. ENGLAND  
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**FEBRUARY 2026**

**DAVID POMPEY**  
WALMART TRANSPORTATION  
3 MILLION MILES

**FEBRUARY 2026**

**DEANDRE BLANTON**  
FEDEX FREIGHT  
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**MARCH 2026**

**MICHAEL STASER**  
PRIDE TRANSPORT INC  
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**PRIDE TRANSPORT**

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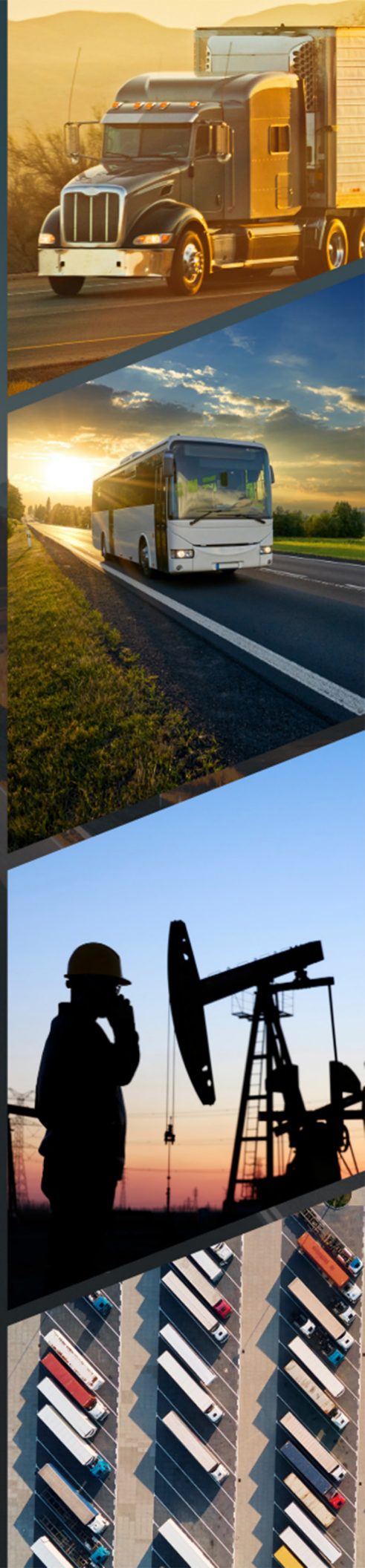
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# SUTA CELEBRATES 20 YEARS OF GIVING BACK AT ANNUAL CHARITABLE GOLF TOURNAMENT



The Southern Utah Trucking Association celebrated a major milestone on April 1, 2026, as members, sponsors, and friends gathered at The Ledges Golf Course in St. George for the 20th Annual SUTA Charitable Golf Tournament.

The festivities kicked off the evening before with the annual Pizza and Pie Social hosted by Stacey Bettridge and Dave Ipson at the 5150 Hideout. Golfers and sponsors enjoyed great food, good company, and an opportunity to reconnect before heading to the course the following morning.

More than 140 golfers participated in this year's tournament, which once again proved that while Southern Utah is known for its sunshine, tournament day apparently has other plans. For the third consecutive year, golfers were greeted with unusually cold and rainy weather—an impressive feat considering St. George enjoys more than 300 days of sunshine annually. At this point, we're beginning to wonder if Mother Nature has added the SUTA Golf Tournament to her calendar as the one day each year she gets to break out the rain clouds.





In addition, we extend our sincere thanks to all of the sponsors who supported the tournament through refreshment carts, the driving range, putting green sponsorships, hole sponsorships, and other contributions. Events like this would not be possible without the generous support of our members and industry partners.

A tremendous amount of work goes into organizing an event of this size, and we would like to offer a special thank you to Brecken Cox, Don Cox, and Stacey Bettridge for their countless hours of planning and coordination. Their efforts helped make this year's tournament another outstanding success.



Most importantly, the tournament continues to serve a meaningful purpose beyond a day of golf. Proceeds from the event support the SUTA Scholarship Program, which provides educational opportunities for students throughout Utah. Thanks to the generosity of participants and sponsors, the tournament raised more than \$30,000 this year to help fund future scholarships.

The 2026 scholarship application period remains open through June 30. We encourage Utah Trucking Association members to share this opportunity with family members and close friends who may qualify.

Fortunately, the weather did little to dampen the spirits of participants. Golfers competed in a four-person scramble format while enjoying refreshments, giveaways, and plenty of interaction with sponsors stationed throughout the course. The event once again showcased the strong relationships and sense of community that make Utah's trucking industry so unique.

Thank you again to everyone who helped plan, sponsor, and participate in this year's tournament. Your support continues to make a lasting impact on students, families, and the future of our industry. We look forward to seeing everyone again next year for the 21st Annual SUTA Charitable Golf Tournament.

Following the tournament, participants gathered for lunch, awards, and prize drawings as they reflected on another successful day on the course.

A special thank you goes to CMC Tire and Continental Tire for serving as the Title Sponsors of this year's event. Their continued support helps ensure the tournament's success year after year.

We would also like to recognize Val and Julie Stokes and Stokes Trucking for generously sponsoring breakfast and lunch for all participants. Their longstanding support and commitment to the industry are greatly appreciated.





**1ST PLACE TEAM**



**2ND PLACE TEAM**



**3RD PLACE TEAM**





**THANK YOU TO OUR INCREDIBLE VOLUNTEERS AND HOLE SPONSORS FOR HELPING MAKE THIS EVENT SUCH A SUCCESS. WE APPRECIATE YOUR SUPPORT AND DEDICATION TO OUR INDUSTRY AND ASSOCIATION!**



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# Val & Julie Stokes

# Stokes Trucking



A photograph of three golfers on a green. One golfer on the left is wearing a dark jacket and shorts, looking down at a golf club. The golfer in the center is wearing a dark jacket and a cap, looking towards the right. The golfer on the right is wearing a white quilted jacket and a cap, looking towards the center. The background shows a golf course with a lake and mountains.

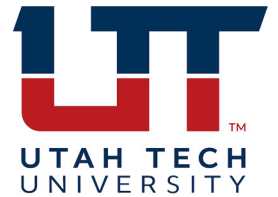
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SPONSORS**

A photograph of two golfers on a driving range and putting green. One golfer on the left is wearing a dark jacket and a cap, looking down at a golf club. The golfer on the right is wearing a blue jacket and a cap, looking down at a golf club. The background shows a golf course with a lake and mountains.

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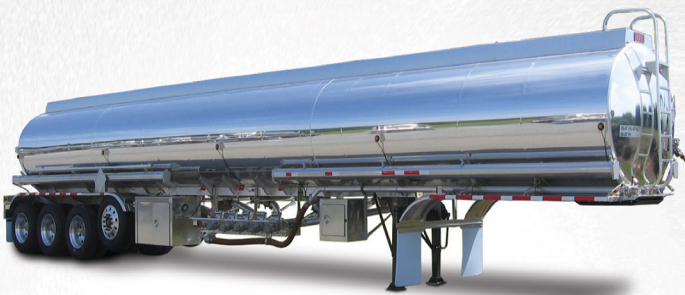
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# Take Aim at 2026 Spring Warm-Up Sporting Clay Tournament



The Utah Trucking Association welcomed members and industry partners to Wasatch Wing and Clay on April 24, 2026, for the annual Spring Warm-Up Sporting Clay Tournament. Title sponsored by North American Trailer, the event brought together teams from across the trucking industry for a day of friendly competition, networking, and outdoor fun.

Participants made their way through the sporting clay course, testing their shooting skills at stations spread throughout the beautiful facility. As always, the tournament provided a great opportunity for members to connect with colleagues, customers, and industry friends while enjoying one of Utah's premier sporting clay venues.

Following the competition, shooters returned to the clubhouse where they enjoyed a delicious barbecue lunch generously sponsored by North American Trailer. The lunch gave participants an opportunity to relax, compare scores, and share stories from the course before the day's final competition.

One of the highlights of the event was the annual Annie Oakley Shootout, which featured one of the most unusual competitions in recent memory. Traditionally, shooters in the first and second positions tend to have the advantage. This year, however, the third-position shooters seemed determined to rewrite the script. Time after time, shooters in the third position knocked out the competitors ahead of them, leading to one of the most unpredictable and entertaining Annie Oakley competitions we've seen in years.





Congratulations to the first-place team from Les Schwab Tire, who captured this year's team championship and will proudly display the tournament's traveling trophy until next year's event.

### **1st Place Team – Les Schwab Tire**

- Dallas Edwards
- Aaron Knutz
- Steve Boekholder
- Richard McClure

We would also like to congratulate the winners of the Annie Oakley Shootout:



### **Annie Oakley Shootout Champions**

- 1st Place – Tyson Ashworth, Geneva Rock
- 2nd Place – Clint Wells, Double D Transportation
- 3rd Place – Allen Kapp, Alpha Transport

Events like this would not be possible without the generous support of our sponsors and volunteers. We would like to extend a special thank you to North American Trailer for serving as the Title Sponsor of this year's tournament. Their continued commitment to the Utah Trucking Association helps make events like these possible and provides valuable opportunities for members to connect outside of the workplace.



We would also like to recognize Dave Walker and Seim Hoffman of North American Trailer for their efforts in helping plan and coordinate the event. Their support and involvement played an important role in another successful tournament.

In addition, we extend our sincere appreciation to all of the event sponsors, participating companies, and individual shooters who took time out of their busy schedules to join us. The spirit of friendly competition and camaraderie displayed throughout the day is what continues to make this event a favorite among UTA members.



Thank you to everyone who participated, sponsored, and helped organize this year's Spring Warm-Up Sporting Clay Tournament. We look forward to seeing everyone back on the course again next year.

# 2026 Spring Warm-Up Sporting Clay Tournament Sponsors



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- Employer responsibility

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