

IDAHO TRANSPORTATION DEPARTMENT'S  
NEGOTIATED RULE MAKING PUBLIC MEETING  
REGARDING COMMERCIAL MOTOR VEHICLE PERMITS

MODERATOR: RAMON HOBDEY-SANCHEZ

JUNE 13, 2018

3:00 P.M. - 8:00 P.M.

TRANSCRIBED BY:

JEFF LAMAR, C.S.R. No. 640

Notary Public

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1 THE MODERATOR: All right. Good afternoon,  
2 everyone. We'll go ahead and get started, as we're  
3 right at 3:00. I'd like to welcome everyone to ITD's  
4 second negotiated meeting regarding commercial motor  
5 vehicle permits. My name is Ramon Hobdey-Sanchez, and  
6 I'm in the Office of Governmental Affairs here at the  
7 Department. And I'll be acting as the moderator and  
8 facilitator for today's discussion. Accompanying me is  
9 Lisa Hoag. She'll be tracking comments, suggestions,  
10 and questions. And we also have two subject matter  
11 experts: Mr. Lance Green and Mr. Craig Roberts.  
12 As many of you know, ITD has been very  
13 focused on efficiency, effectiveness, and innovation.  
14 And although we may not be breaking any innovative  
15 barriers today, I do want to recognize our wonderful  
16 staff spread across the entire state.  
17 In an effort to be as inclusive as possible  
18 and reach as many stakeholders as possible, we are  
19 currently broadcast simultaneously across all six  
20 districts. So whether you're in Idaho Falls,  
21 Pocatello, Coeur d'Alene, there's opportunity to  
22 participate live here today. So thanks a lot to our  
23 ITD staff and district points of contact -- contact.  
24 Before we get started, let me just kind of  
25 set a little bit of the stage in terms of what we're

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1 addressing today and where we've come and what our goal  
2 is going forward. Last fall segments of the trucking  
3 industry approached ITD to discuss the possibility of  
4 consolidating our permits, specifically overlegal  
5 permits, and related the administrative rules that  
6 dictate the regulations regarding those permits.  
7 Then during this last Senate -- last  
8 legislative session 2018, they passed Senate Concurrent  
9 Resolution 130, which essentially directed the  
10 Department to initiate negotiated rule making in an  
11 effort to streamline the permits and the administrative  
12 rules. So that's kind of the precipice for where we  
13 are and how we are here today.  
14 To give you an idea of what we've done to  
15 this point, ITD had 22 administrative rules directly  
16 relating to overlegal permits, and we now have eight.  
17 Additionally, there were 15 annual permits that were  
18 offered, and now those have been consolidated into six.  
19 On our rule-making web page, there are  
20 several documents under the educational materials that  
21 are important for understanding kind of the context of  
22 what we've been working on. And specifically, I'd  
23 encourage people to review the permit types document,  
24 rule consolidation chart, and permit price chart.  
25 These really highlight the crux of kind of the efforts

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1 and work we've done so far.  
2 But obviously we know we probably didn't  
3 get it right the first time, so that's the reason why  
4 we're having the opportunity for others to engage. And  
5 we welcome any comments, suggestions we can receive in  
6 order to make it as perfect as possible.  
7 In an effort to keep things on track, what  
8 we'll do is we'll go ahead and rotate through each  
9 district, touch base with them, find out if there's any  
10 stakeholders that like to make comments on the record.  
11 This is the second negotiated meeting we've had. So  
12 the first one, May 23rd, was pretty quiet. We had  
13 participation up in District 1 and then participation  
14 here at headquarters, but the other districts were  
15 silent. So there's a good chance that either people  
16 will come and go or there may not be participation in  
17 person.  
18 One of the main reasons for that is we do  
19 accept comments via the mail, e-mail, or over the  
20 phone. But important to note is to date we've only  
21 received two official comments. And those are also  
22 posted on the -- on the website for your review. I'm  
23 going to go ahead and let Lance Green and Craig Roberts  
24 make a couple comments and specify a couple things.  
25 But before I do that, I do want to

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1 acknowledge that at the May 23rd meeting we received  
2 some comments from the Pilot Car Association, and  
3 that's something that we're going to continue to look  
4 into and process/analyze from an implementation  
5 standpoint and kind of from a Department stance. But  
6 wanted to make it known that in regards to this  
7 specific rule making and the scope that was directed by  
8 the governor's office and the legislature it's to be  
9 restricted to consolidating these permits,  
10 consolidating the rules.  
11 So whether there's any kind of a  
12 certification process now or in the future regarding  
13 pilot cars, that's going to have to be a subject that's  
14 broached in a different venue, as this isn't  
15 necessarily the proper project to be incorporating that  
16 into.  
17 So with that being said, I'll go ahead and  
18 hand it over to Mr. Lance Green.  
19 MR. GREEN: Excellent. Thank you, Ramon.  
20 So the reason -- one of the reasons that  
21 we're able to start looking into this and as far as  
22 we're consolidating permits is because ITD has begun  
23 the process of purchasing a vendor for the new  
24 overlegal permitting system, which would be an  
25 automated routing system.

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1 I can tell you that as of today we have  
2 extended an offer out to ProMiles. ProMiles has  
3 indicated that they can have an automated permitting  
4 system in place within 12 months of contract signing.  
5 So that means around July or August of next year we  
6 should be all set to go with this new permitting  
7 system.  
8 This permitting system is really fantastic  
9 compared to what we currently have. Where currently  
10 today it takes a staff of about five to six people in  
11 order to route loads effectively across the state.  
12 This has become an automated routing system, a dynamic  
13 routing system, where based upon restrictions that are  
14 out there that a customer can type in destination point  
15 to destination, and it will all make it a route based  
16 upon size, weight, and restrictions of road  
17 construction and so forth.  
18 This will also meet automated bridge  
19 analysis. Where right now we wait between three to  
20 five days to get a bridge -- back from a bridge  
21 department, they tested the ProMiles system, we got to  
22 view them doing a 600-mile stretch going over about 300  
23 different bridges and was able to process it in less  
24 than three minutes and to push that out. So this is  
25 hopefully going to be an expediting factor for us and

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1 for our constituents and for our customers.  
2 With that said, there's also a route adder,  
3 so that as our counties and our local highway  
4 jurisdictions continue to add routes and sign on with  
5 ITD, we have the ability with this new system to  
6 automatically draw those routes on. And so within a  
7 timely period instead of waiting for several days going  
8 back and forth in maps between us and the counties, we  
9 can then draw these onto the maps immediately, and you  
10 can start driving on those local highway jurisdiction  
11 maps or routes.  
12 Lastly, we also have a new restriction  
13 manager. Currently the 511 that we have is fantastic  
14 and we're using it to the best of our abilities, but  
15 with the new ProMiles system we'd also get an updated  
16 restriction manager, which would allow us to manage  
17 those restrictions as far as construction issues,  
18 natural disasters like mud slides or rock slides or car  
19 accidents and stuff like that in a more timely fashion,  
20 and be able to then relay that to our permit holders  
21 immediately.  
22 That would be including a contact way so  
23 that if a route is then closed, the permit holder would  
24 be able to see that on their designated route that  
25 there is a restriction that has popped up, and they

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1 will then be informed and rerouted automatically per  
2 the system.  
3 So a lot of cool things coming forward with  
4 this new system, and that new system allows us for a  
5 lot of this consolidation to move forward.  
6 MR. ROBERTS: My name is Craig Roberts. I'm the  
7 supervisor of the permit unit here at headquarters.  
8 I'm going to cover the changes that have been made  
9 between draft one and draft two after the first public  
10 meeting. Most of them were grammatical and numbering  
11 errors that were corrected.  
12 In Rule 390301, which is definition, we did  
13 remove the "light" in front of "light truck" in  
14 response to the pilot vehicles. And that was on  
15 feedback from the first public meeting.  
16 We corrected the title 439303.  
17 And 39302, we corrected the reference to  
18 the title referring to the disabled vehicle permit.  
19 390303 we did make the most changes. Changed  
20 "overlegal" to "special" in a couple areas. We struck  
21 the second option two for the hazardous travel  
22 condition restrictions based on the feedback of the  
23 first public hearing. Removed the reference to the  
24 vehicle size and weight specialist, as the position is  
25 no longer in existence. Corrected the inconsistency in

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1 the marker colors during spring breakup. We had a  
2 yellow and a green reference, so we corrected that so  
3 they were both showing as green. Removed the reference  
4 to the low limit bulletin that is no longer in use. We  
5 now have 511 so all that information is on 511, so the  
6 low limit bulletin is nonexistent. And we inserted the  
7 correct prices for all the permits in there. They were  
8 not available -- they were available, but it was after  
9 we had already posted the first draft, so we didn't  
10 want to bring it down and then put a new one up. We  
11 had the price lists up there, so we actually put the  
12 prices from the price list into the second draft.  
13 And there was also a discount of \$5 for all  
14 annual permits that are bought online. So if they're  
15 actually purchased online and did not go through the  
16 permitting department, there will be a \$5 discount  
17 applied to those.  
18 In Rule 390304 we corrected the height on  
19 the black routes to make it consistent with the others.  
20 That one was missed, the 15 foot.  
21 And on 390305 we simplified the explanation  
22 of load dimensions based on feedback from the first  
23 hearing.  
24 No changes on 390306 or 8.  
25 And then 390307 we corrected the title in

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1 section 100 to add "requirements" to it.  
2 And with that, I'll turn to back over to  
3 Ramon.  
4 THE MODERATOR: Thank you very much, Mr. Green  
5 and Mr. Roberts, for that summary of kind of the  
6 progress we've made from the first negotiated meeting  
7 to the point we are now.  
8 I'd also like to emphasize that the comment  
9 period does run through the end of this week, so  
10 midnight Friday. For those that may be submitting  
11 comments via e-mail, there still will be a couple days  
12 after today's oral opportunity.  
13 With that said, I'm pretty sure at this  
14 point we don't have anyone at the districts. So I'll  
15 go ahead and we can get started here at HQ, if there's  
16 anyone interested in making any comments or anyone has  
17 any questions regarding the process up to this point or  
18 the rules, the permits themselves.  
19 Roy, or --  
20 MR. EIGUREN: Yeah, I have comments to make.  
21 THE MODERATOR: Yeah, please go ahead. And if  
22 you can, just step up here to the podium and state your  
23 name for the record. And if you could please spell --  
24 spell your last name and who you represent.  
25 MR. EIGUREN: The last name is Smith. Sorry.

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1 Pardon me.  
2 My pleasure to be here this afternoon. My  
3 name is Roy Eiguren, E-i-g-u-r-e-n. And today I'm  
4 appearing on behalf of two of our clients, the  
5 Amalgamated Sugar Company and U.S. Ecology Corporation.  
6 Both those companies operate a substantial  
7 number of trucks on Idaho highways. Obviously sugar  
8 beets for Amalgamated and hazardous waste for U.S.  
9 Ecology.  
10 I'd like to point out for the record that  
11 there are two other organizations that are involved in  
12 this that we work closely with in terms of preparing  
13 comments. And they'll submit those by the deadline on  
14 Friday. One is TranSystems Company, which is a  
15 substantial, large transportation provider based in  
16 Montana but operates in six western states, including  
17 Idaho. And TranSystems is the vendor, the provider of  
18 transportation, for Amalgamated Sugar.  
19 We've also collaborated with the Idaho  
20 Trucking Association. They have prepared comments and  
21 will deliver those for the record as well.  
22 First I want to thank the Department and  
23 staff for the professionalism that you've exhibited and  
24 the collaborative effort you've put into this. I guess  
25 I'm the representative of industry today, given the

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1 folks we represent and the others I mentioned. And  
2 from our perspective as industry, when we first  
3 approached you about a year and a half to go to have a  
4 discussion about streamlining it and reducing permits,  
5 you've been very collaborative and very positive to  
6 work with. So we appreciate that.  
7 The Concurrent Resolution 130, and I quote,  
8 "...encourages the Transportation Department to  
9 initiate negotiated rule making in order to consolidate  
10 and streamline truck permits," close quote.  
11 First, we're very pleased that you've taken  
12 up the encouragement from the legislature to begin this  
13 rule making. We think from an industry standpoint our  
14 goal has been achieved by the draft proposal rules that  
15 you have in this particular record. The draft rules  
16 obviously reduce the total number of required permits,  
17 which is a substantial reduction from current statutory  
18 and rule requirements.  
19 We also applaud the staff for finding what  
20 we think are pretty unique and innovative ways to  
21 reduce the number of permits to the lower level that  
22 you've found here. And as you know from a past  
23 interaction we've had with the Department and  
24 legislature, we've always had heartburn over the fact  
25 that the permits that our clients operate under are

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1 overlegal permits, which is really not the case.  
2 They're not overlegal anymore. So thank you for  
3 changing that and making them special permits. We  
4 think that's very appropriate.  
5 We don't believe that there are any ways to  
6 further reduce the number of required permits. We  
7 think you've done that completely and fully. As I said  
8 earlier in these comments from an industry standpoint,  
9 we're very pleased with what you've done and will  
10 support it, both before the Department and the Board  
11 and the legislature.  
12 One comment I would like to make that's a  
13 little bit outside the scope of this, but I think it's  
14 important that it be in the record: As I think you  
15 know, at least, Ramon, you're aware of this, that the  
16 Senate and House Transportation Committee chairs,  
17 Senator Brackett and Mr. Palmer, have -- did convene a  
18 group of interested parties at the end of this last  
19 session to talk about what I described, the final mile.  
20 It's the -- the crossover point between the federal  
21 interstate and state highway system with local  
22 jurisdictional highways.  
23 As you all know -- as you all know, that's  
24 been a significant issue for us in terms of working  
25 with local authorities around the state to try to

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1 achieve what we believe is now the policy of the State  
2 of Idaho, and that is providing trucks up to  
3 129,000 pounds gross weight to operate on our highway  
4 system.  
5 We -- I was asked by the chairman if I  
6 would convene a group of interested parties to talk  
7 about ways that we might try to resolve this.  
8 Hopefully, including with legislation, draft  
9 legislation, we would present to the next session of  
10 the legislature. The parties include the cities'  
11 association, the counties' association, the highway  
12 districts' association, individual users of -- or I  
13 should say individual local authorities, among others.  
14 It's a fairly diverse and large group.  
15 Some of the things we're looking at -- and  
16 what we'll do is actually once we have a complete  
17 line -- outline of our issues, we'll give that to you  
18 so you'll at least know what we're talking about. And  
19 there are some intersections here between the  
20 Department and local jurisdiction -- local  
21 jurisdiction.  
22 First, we think that the existing  
23 applicable Idaho code sections on permitting as it  
24 relates to the different types of special permits that  
25 will be issued now is somewhat ambiguous, and we think

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1 it needs a rewrite to make it more clear, clarify some  
2 of the issues that we have. Perhaps it might wind up  
3 with local authorities having a separate subsection  
4 under this title or this chapter that would deal with  
5 their specific authority to issue special permits.  
6 That's something we'll obviously have to work with all  
7 parties on.  
8 There's going to be, again, an interaction,  
9 a crossover, between what we're doing and what I  
10 believe the Department will be doing. If I understand  
11 it correctly, in addition to rule making, the  
12 Department will be working on legislation that would  
13 parallel this and support the rules?  
14 THE MODERATOR: Mr. Eiguren, thank you for that  
15 question. At this point, no, it's only -- it's only  
16 under our purview that we'd be moving forward with rule  
17 changes and that any code changes or legislation would  
18 come from industry itself.  
19 MR. EIGUREN: Okay. I appreciate that  
20 clarification.  
21 So with that, we will -- we will, from an  
22 industry standpoint, work on this issue. Both  
23 Chairman Palmer and Chairman Brackett have indicated  
24 that they will provide the appropriate authorization  
25 for us to work with legislative bill drafters from

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1 legislative services to begin that process. So we will  
2 later this summer keep you fully involved, because  
3 obviously some of the statutory amendments would impact  
4 the foundational base, legal base for your rule making.  
5 A big issue for us, and I know it's  
6 something the Department's looked at in connection with  
7 these types of issues in the past, is we think it's  
8 going to be -- it is necessary that there be some type  
9 of uniformity of engineering standards that are used by  
10 different local jurisdictions.  
11 Again, this is all at the proposal stage,  
12 but perhaps it might be best to have a uniform system  
13 based upon standards established by the Department,  
14 LTAC [phonetic], or a statutory reference to public  
15 standards put out by other nationally recognized  
16 organizations.  
17 We would like to have a uniform process by  
18 which local jurisdictions would process these issues.  
19 Things such as a specific time frame for issuing a  
20 permit, making it clear that either a permit or a  
21 special route could be designated or issued by the  
22 local jurisdictions. We'd like to have more of a  
23 public record that would show how local jurisdiction  
24 applied its standards to the facts of the matter so  
25 that there's a way to match all of that up.

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1 And then we will continue as we have as an  
2 industry to always support local authorities retaining  
3 exclusive jurisdiction over their roads and highways.  
4 That's paramount in all this. So we're going to have  
5 to work around that.  
6 Fees. One of the big issues we've had has  
7 been the fact that the fees are not based upon the  
8 actual cost of administration. So that will be an item  
9 we'll be looking at. And there will be a section  
10 dealing with interaction with ITD on a variety of  
11 issues in terms of providing engineering services,  
12 suggesting ways to maintain, and whatnot.  
13 So with that, that completes my comments to  
14 you all this afternoon. Again, I appreciate, my  
15 clients appreciate the opportunity to address these  
16 issues. As I say, you've done a great job. We think  
17 it fully complies with the concurrent resolution. And  
18 I do have copies for the record of my comment.  
19 THE MODERATOR: Fantastic. Thank you very much,  
20 Mr. Eiguren. We appreciate you taking your time to  
21 come down here and share those comments and input and  
22 engage in the discussion we're having.  
23 I do know that the Department's eager to  
24 support in whatever way we can the industry and both  
25 local, state government when it comes to the one-stop

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1 shop for permits.  
2 MR. EIGUREN: Right.  
3 THE MODERATOR: And so there's definitely work  
4 to be done, and we'll be ready to assist in any way we  
5 can.  
6 MR. EIGUREN: Great. Thank you very much.  
7 THE MODERATOR: And that goes for the  
8 legislation as well. Again, we won't be bringing any  
9 legislation from the executive branch, but we'll be  
10 ready to support it as subject matter experts as soon  
11 as you guys need it.  
12 MR. EIGUREN: Great. And that's worked well in  
13 the past, so we appreciate that.  
14 THE MODERATOR: Fantastic. Thank you.  
15 All right. Is there anyone else here at  
16 headquarters? I think I saw another hand that would  
17 like to make some comments.  
18 You're okay? Okay.  
19 And, sir, would you like to make any  
20 comments today formally on the record, or do you have  
21 any questions for us? Would you mind stepping up to  
22 the mic just so we could get it recorded? No worries.  
23 MR. JENNE: The questions I have is recently --  
24 I work for WinCo Foods.  
25 THE MODERATOR: WinCo Foods. And your name is?

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1 MR. JENNE: Kerry Jenne.  
2 THE MODERATOR: Kerry Jenne.  
3 MR. JENNE: Yeah.  
4 THE MODERATOR: Thank you.  
5 MR. JENNE: And recently we've gotten into the  
6 129,000. And it's quite the application process to get  
7 highways and city streets and stuff like that to where  
8 they allow you to haul that 129,000. Is that going to  
9 be streamlined as well? Because you have to fill out  
10 the -- what is it? The 4887 form to get that right of  
11 passage, and then you have to send it to every city,  
12 county, and, you know, district in order to get  
13 approval. And then sometimes you never hear until you  
14 go into the website and you check to see if that  
15 [unintelligible].  
16 THE MODERATOR: Yeah, Mr. Jenne, I appreciate  
17 the question. That's a little outside the scope of  
18 what this rule making will address. But I will share  
19 some information.  
20 Lance Green and I attended the freight  
21 summit about a month or so ago. And this was  
22 definitely a hot topic. Our freight program manager,  
23 Mr. Jeff Marker, is the one who shepherds the whole  
24 129K route designation and has identified that, yeah,  
25 right now we're at about a six-month process from when

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1 the first application begins to the actual route being  
2 designated by a transportation board.  
3 I know that he's diligently working on  
4 trying to find some efficiencies within there. But as  
5 far as process, to your earlier point, there's a lot of  
6 engagement up front with the affected parties. We have  
7 the subcommittee of the Transportation Board that has a  
8 separate hearing, then there's a hearing at the full  
9 Transportation Board, and then there's also a public  
10 comment period.  
11 So there are pieces of the process that are  
12 kind of iron clad in terms of steps we must follow, but  
13 I know he wants to try to do a better job in terms of  
14 the processing time for those, and specifically looking  
15 at potential automation type options we may have.  
16 And another challenge, too, just we can do  
17 a better job when it comes to education, and  
18 specifically for the applicants. One of his big  
19 challenges is he usually has to work with every single  
20 applicant to fill in holes or make changes and edits.  
21 And so the more we can do to work with industry to help  
22 with that process, I think the better.  
23 In fact, if I'm not mistaken, Mr. Green,  
24 aren't there some trainings along this line? Is it for  
25 129K route?

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1 MR. GREEN: Yes. So online there are trainings  
2 for the 129K route to help our people who are filling  
3 those out.  
4 But also to your point of local highway  
5 jurisdictions, local highway jurisdictions when they  
6 sign on for the 129K are also at this point signing on  
7 for the oversize dimensional. And so we're running  
8 into a little bit of problems in that local highway  
9 jurisdictions aren't prepared or don't have the  
10 capacity in order to carry oversized loads, and so they  
11 are not fulfilling the full process. So there is a  
12 little bit of a time delay, and there is some work that  
13 needs to be done in order to help streamline these  
14 processes. So it's something we are aware of and we're  
15 looking into.  
16 MR. JENNE: Okay. The other question I had was,  
17 so there's two different permittings. So when we do  
18 our oversized permits, we do up to the 105,500, but  
19 then we also have to have another one from the 105,500  
20 to the 129,000.  
21 Is there any way to consolidate both those  
22 overweighted into the same realm?  
23 MR. GREEN: So in the new rules, that is what is  
24 done. So all of those are all one permit now.  
25 MR. JENNE: Okay. I think that that's all the

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1 questions I had.  
2 THE MODERATOR: All right. Well, thank you,  
3 Mr. Jenne. We appreciate you coming down and  
4 participating.  
5 UNIDENTIFIED SPEAKER: I do have a few now.  
6 THE MODERATOR: Yeah, absolutely. Feel free.  
7 Please come on up and identify yourself. If you could  
8 please spell your last name and who you represent.  
9 MR. ROSE: Michael Rose, R-o-s-e. I represent  
10 Inland Crane.  
11 My questions are about the oversize,  
12 overweight loads. Most of our cranes, you know,  
13 they're a fixed weight. And they're all over the  
14 129,000, 150,000, around there.  
15 My question is, am I going to have to order  
16 a permit for every single stop that it makes throughout  
17 the day? Because I send out, you know, 10, 15 cranes,  
18 and they make four or five different picks at different  
19 locations throughout the day. Right now your annuals  
20 cover that. So am I going to have to order a permit  
21 for every crane, for every stop, or how is that going  
22 to work?  
23 MR. GREEN: I'll take that.  
24 So great question. And so with the new  
25 permitting system we're getting online, as of right now

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1 you can also do -- we call them round-trip permits, go  
2 from point A to point B to point C or back again or  
3 just something along those lines. So it's already in  
4 our code and in our ability to add a stop into that.  
5 And so that would be something that we would take into  
6 consideration as far as for the new rules engine that  
7 would go with our new permitting system. But it's  
8 something that we would consider and definitely look  
9 into doing as far as that goes.  
10 You will need to order a permit for every  
11 single trip that you're doing, as far as for moving  
12 that. And there may be some restrictions on that. We  
13 can't let you move 500 times in a five-day period  
14 because it just is going around, and then that may come  
15 into some issues, but something we might consider and  
16 look into.  
17 But as of right now, you'd have to order a  
18 new permit for each beyond three is kind of what we  
19 have right now. You have a -- go from point A to  
20 point B to point C, it would be all on one permit.  
21 That's currently what we have in rule and what we allow  
22 and maybe something we'll look into to allow more  
23 stops, as far as that goes.  
24 But with the new system I don't really see  
25 much problem with it, because at least we're capturing

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1 that data.  
2 MR. ROSE: Yeah.  
3 MR. GREEN: But right now with those permits  
4 that we have, the annuals, we're not able to capture  
5 the data. We don't see what bridges you are or aren't  
6 crossing, because you can move over, as you said, seven  
7 different stops. And you can, you know, do big  
8 circles, you can go back and forth in the same line.  
9 And so we don't know all the bridges.  
10 And so with this ability we're able to  
11 capture which bridges are taking the more wear, and  
12 then hopefully be more efficient in how we can repair  
13 those bridges and repair those roads for you and for  
14 also then other customers that are using the bridges  
15 more often.  
16 So does that answer your question?  
17 MR. ROSE: It does. And then I have another  
18 question about your bridge analysis.  
19 Is that going to be for all loads? Or I  
20 guess I'm not sure how your automated bridge analysis  
21 is going to work.  
22 MR. GREEN: Yeah. So automated bridge analysis  
23 will work kind of like we currently do. So for your  
24 example, we currently have permits that are  
25 80,000 pounds or less, legal axle weights or less, and

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1 so they don't need to go to get bridge analysis. That  
2 will be a question that's kind of along as far as our  
3 engine. We're looking to keep that the same. However,  
4 if you are over 80,000 pounds or over legal axle  
5 weights, you'll then go to bridge analysis.  
6 What happened before was is that usually  
7 we'd have what's called a factor, what is currently  
8 listed. And so every bridge in the state of Idaho is  
9 given a factor number between 1 and 2000. And your  
10 bridge -- your vehicle and load, based upon the axle  
11 spacings and the weight on each of those axles, was  
12 then given a factor rating.  
13 If those factor ratings were under what the  
14 bridges you were crossing could handle, you were good,  
15 didn't need to go to bridge, didn't need to be  
16 analyzed. If they were over, you needed to go to  
17 bridge and wait maybe up between three to five days to  
18 get your permits back, depending on how busy bridge  
19 was.  
20 MR. ROSE: Yeah.  
21 MR. GREEN: As of right now -- or as of the new  
22 system, that analysis can take place in less than three  
23 minutes over 300 different bridges. And so that's  
24 going to mean a quicker turnaround time. So we are  
25 looking to actually analyze each and every route. So

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1 anything over 80,000 pounds, our want is to analyze it,  
2 to see how it goes, see how it goes across that  
3 structure, just for bridges' security and for our  
4 engineering teams so they know what damages -- or what  
5 wear is being done to those roads.  
6 Does that answer your question?  
7 MR. ROSE: It does.  
8 MR. GREEN: Okay.  
9 MR. ROSE: One last question. I know with other  
10 states you can enter in all your information for each  
11 individual vehicle ahead of time so it makes it  
12 quicker. So if I have my crane operators out there,  
13 they can, you know, select a drop-down box, pick their  
14 crane.  
15 Is that going to be available as well?  
16 MR. GREEN: Yes, it is. That's one of the  
17 fantastic features that we got with ProMiles. Their  
18 ability was is that -- you'll have to enter it in the  
19 first time.  
20 MR. ROSE: Yeah.  
21 MR. GREEN: But -- in order to get that vehicle  
22 information in there. But once that vehicle  
23 information is in there, you can pull from a drop-down  
24 and pull your unit 200 and your unit 700 or whatever  
25 unit you want. You can also then have different

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1 configurations.  
2 MR. ROSE: Okay.  
3 MR. GREEN: So if you want your unit 700 with  
4 your eight-axle configuration and then your unit 700  
5 with your ten-axle configuration, you'll be able to  
6 pull down those drop-down menus, which is a fantastic  
7 option that ProMiles is offering us.  
8 MR. ROSE: Perfect. I think you got all my  
9 questions answered.  
10 THE MODERATOR: All right. Well, thank you very  
11 much, Mr. Rose --  
12 MR. ROSE: Thank you.  
13 THE MODERATOR: -- for coming down and  
14 participating this afternoon. I'd also just add a  
15 little clarity too. You know, we're real -- we're  
16 still kind of at the beginning stages of the whole  
17 rule-making process. We'll go through a formal  
18 process. We'll involve the Transportation Board, the  
19 Idaho legislature in January, February, and then  
20 generally the rules become effective as soon as the  
21 legislature signing dies. So we're looking at like  
22 late spring 2019.  
23 And then the system that Lance has been  
24 speaking to, both in regards to the questions that were  
25 asked and in his opening statements, we're hoping for

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1 around August of 2019 for that to be up and running.  
2 So we are just kind of doing the up-front legwork as we  
3 work towards -- towards the end goal.  
4 At this time I'll ask if any -- anyone in  
5 the district has participants or anyone available that  
6 would like to make comments on the record?  
7 I'm not seeing anyone, so I think we're  
8 pretty good right now. If there's -- so I think if  
9 there's no other questions or comments for now, we'll  
10 go ahead and take a short, five, ten-minute break, come  
11 back and reconvene, see what we can figure out for our  
12 next game plan.  
13 Does that work for everyone?  
14 Okay. Thank you.  
15 (Recess.)  
16 THE MODERATOR: We still don't have any  
17 participants identified in the districts at this point.  
18 However, if there's anyone here at headquarters that  
19 would like to make a couple comments, please welcome  
20 yourself to the podium here. And if you could please  
21 identify yourself, spell your last name, and who you  
22 represent.  
23 MR. KREIZENBECK: Thank you, very much. My name  
24 is Jason Kreizenbeck, K-r-e-i-z-e-n-b-e-c-k. I'm a  
25 contract lobbyist in Boise with the firm Lobby Idaho.

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1 And I am here today just to present some brief remarks  
2 on behalf of our client, the Idaho Trucking  
3 Association.  
4 The Idaho Trucking Association appreciates  
5 this negotiated rule-making effort by the Idaho  
6 Transportation Department to consolidate commercial  
7 vehicle permitting process. Our association supported  
8 the passage of Senate Concurrent Resolution 130 during  
9 the 2018 legislative session and believes that the  
10 proposed rules align with its charge.  
11 Part of the mission of the Idaho Trucking  
12 Association is to serve and represent the interests of  
13 the trucking industry with one unified voice and to  
14 strive for a healthy business environment. In 2016 the  
15 trucking industry accounted for one out of every 15  
16 jobs in Idaho, and 72 percent of our communities depend  
17 exclusively on trucks to move their goods.  
18 The economic well-being of Idaho is  
19 directly tied to the trucking industry and the ability  
20 to get commodities to market, making the reduction of  
21 any unnecessary regulatory measures a priority for our  
22 members.  
23 We support the proposed rules to reduce the  
24 number of permits required for commercial vehicles in  
25 Idaho. Carriers and the Department will both benefit

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1 from reducing the number of permits and clarifying the  
2 rules' language. Having a reduced number of permits  
3 will encourage businesses in Idaho to reduce  
4 administrative burdens. Well, I'm sorry, will  
5 encourage business and reduce administrative burdens.  
6 This will allow our members to further prioritize  
7 safety and invest in Idaho's economy.  
8 I appreciate the opportunity to comment  
9 today. The ITA will be submitting official comments  
10 through your online portal before Friday or on Friday,  
11 and we'll have some comments about maybe some of the  
12 specific aspects of the different rules, but I wasn't  
13 going to go into those for you today, and just let you  
14 know that our members will continue to work  
15 collaboratively with the Department on these rules and  
16 future projects and appreciate the willingness -- and  
17 appreciate the willingness to participate in these  
18 important matters for our industry and the state.  
19 THE MODERATOR: Thank you very much,  
20 Mr. Kreizenbeck, for those comments and your time this  
21 afternoon.  
22 You did reference submitting written  
23 comments. I will ask, though, you know, as far as a  
24 representative of the Idaho Trucking Association, we  
25 know how wide the spectrum is within that industry and

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1 community itself.  
2 Have there been discussions, are you aware  
3 of from your vantage point, in terms of the annual  
4 overweight, oversize limit -- or permit going away?  
5 MR. KREIZENBECK: That is one of the areas of  
6 concern for our members. I was actually -- that's one  
7 of the reasons I was way late coming in here is I was  
8 discussing that.  
9 THE MODERATOR: Okay.  
10 MR. KREIZENBECK: It's a very busy time for  
11 those that run the companies in our industry right now,  
12 and I -- they really appreciate what you're doing, and  
13 they have some specific remarks. Some of the concerns  
14 primarily rely around some of our shippers do require  
15 oversized permits on a regular basis for a lot of their  
16 loads. And they have utilized in the past the annual  
17 permit. And eliminating that provides them with some  
18 concern.  
19 Now, we recognize that the Department has  
20 proposed a 24/7 access to your new system, and we know  
21 that that will hopefully, you know, provide the needed  
22 access. And we also appreciate your remarks from the  
23 last public hearing that you really didn't have an  
24 ability to track trips and miles related under an  
25 annual and that you're trying to do that now with this.

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1 I think that there's some concern in  
2 regards to if your system goes down and how -- what's  
3 going to be the backup mechanism for issuing those  
4 permits. One of the -- one of the company owners I  
5 talked to this afternoon, she commented that, you know,  
6 right now there's a backlog in people trying to get  
7 a -- renew their licenses right now and that they're  
8 hoping that the system will provide the ease of  
9 administration that you have suggested it will, and we  
10 look forward to that to be utilized.  
11 But there -- there is some -- there is some  
12 concern with eliminating the annual in that space. And  
13 we'll probably make some remarks to that in our written  
14 comments and be interested in hearing about how the  
15 Department intends to cover if there is -- if the  
16 system goes down when we have demand.  
17 THE MODERATOR: Yeah. Mr. Kreizenbeck, thank  
18 you very much for that explanation and that extra  
19 detail.  
20 Yeah, I think from the Department's point  
21 of view and kind of just looking at the rule making  
22 from a 30,000-foot view, that change was really  
23 probably the most substantive change of any of the  
24 consolidation, whether it's the rules or the permits.  
25 So we definitely want to hear from stakeholders and

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1 industry in terms of other solutions or ideas or just  
2 problems that they may have on a day-to-day basis  
3 operating their businesses. So thank you.  
4 MR. KREIZENBECK: Right. And I -- and that's --  
5 like I said, that's one thing that was kind of flagged  
6 by a couple of our members, just because they do --  
7 some of them will run multiple oversized loads, and  
8 have been able to that through the annual. And there's  
9 just some concern about if there's high demand and your  
10 system goes down, how are we going to cover it.  
11 And I understand that you can't necessarily  
12 take into account all of the different mechanisms you'd  
13 have to alleviate that in the rule-making process, and  
14 so I don't want to, you know, leave you with the  
15 impression that we think that -- we think that that  
16 makes that section incorrect. I just wanted to share  
17 with you some of the concerns with eliminating that  
18 permit that have been expressed to me through our  
19 members.  
20 THE MODERATOR: Perfect. Thank you very much.  
21 Did you have anything to add?  
22 MR. GREEN: So just to kind of hopefully  
23 alleviate some concerns. Lance Green with the  
24 Department's office.  
25 When selecting our vendor, that was one of

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1 our main criteria was their ability to stay online and  
2 to keep their downtime to less than 99.9 percent of the  
3 year.  
4 MR. KREIZENBECK: All right.  
5 MR. GREEN: And so that was one of our major  
6 criteria, that of the three vendors that applied, all  
7 three were able to meet that, and then we chose a  
8 vendor based upon other -- other data. But that was a  
9 big factor in that, us making sure.  
10 MR. KREIZENBECK: Right.  
11 MR. GREEN: And also speaking of the overlegal  
12 permit, the oversized particularly, the annual, we're  
13 getting rid of the oversize, overweight. So that does  
14 include just the weight size of that.  
15 MR. KREIZENBECK: Okay.  
16 MR. GREEN: We are keeping the annual oversize  
17 permit. That is going to stay in place.  
18 MR. KREIZENBECK: Oh.  
19 MR. GREEN: So the only permit we're really  
20 getting rid of is the oversize and overweight. So the  
21 company that was moving was weight and size, then  
22 they're having to buy that single trip. If they're  
23 still wanting on their -- just their oversize annual,  
24 that will still be acceptable and still be valid and  
25 used in the current -- in the new system.

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1 MR. KREIZENBECK: I appreciate that  
2 clarification, Lance. And I'll take that back  
3 definitely to our member and make sure that they're  
4 aware of that.  
5 I think that the concern for them was that  
6 if they have multiple loads, I think they were talking  
7 about sometimes they have multiple loads, and that --  
8 they said oversized permit. And so maybe this takes  
9 care of their problem, because you're telling me it's  
10 only -- there's no annual for oversize and overweight.  
11 MR. GREEN: Yeah.  
12 MR. KREIZENBECK: Okay.  
13 MR. GREEN: So we are keeping -- we are keeping  
14 the annual oversize permit. We are just removing the  
15 annual overweight and oversize.  
16 MR. KREIZENBECK: Gotcha.  
17 MR. GREEN: And the reason being is because we  
18 weren't able to track --  
19 MR. KREIZENBECK: Yep.  
20 MR. GREEN: -- the road wear that was being done  
21 by those annuals.  
22 MR. KREIZENBECK: And I took that away clearly  
23 from our last meeting.  
24 MR. GREEN: Yeah.  
25 MR. KREIZENBECK: And, you know, I think that

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1 there's -- that sounds appropriate.  
2 MR. GREEN: Yeah. So the oversize doesn't do  
3 any road wear, according to our findings, at 80,000  
4 pounds or legal axle weights. So we were okay with  
5 keeping that --  
6 MR. KREIZENBECK: Yeah.  
7 MR. GREEN: -- as an annual.  
8 MR. KREIZENBECK: And I don't think that there  
9 was an objection necessarily to having to do that on  
10 multiple occasions. I think that the concerns were,  
11 one, your system and its ability to meet that demand,  
12 and then, number two, is if that would be an increased  
13 administrative burden for someone running multiple  
14 loads.  
15 They were talking about their licensing  
16 division. You know, they can have a busy time once a  
17 year for the annual, but will it be significant beyond  
18 that. Those are the areas of concern that were --  
19 arose.  
20 MR. GREEN: Yeah. And I'm not sure if you were  
21 here with -- Inland Crane was here a moment ago and  
22 asked some questions about that, as far as for having  
23 multiple stops along a particular permit. And that was  
24 something that we are going to look at and take into  
25 consideration as far as when we make rules engines for

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1 our new permit system.  
2 MR. KREIZENBECK: Great.  
3 MR. GREEN: So that's something that we are  
4 taking into consideration now.  
5 MR. KREIZENBECK: Great.  
6 MR. GREEN: Thank you for those comments.  
7 MR. KREIZENBECK: And I think that it would --  
8 it would be of a benefit to the Department if you had  
9 an ability to -- once you've selected your vendor and  
10 you've moved forward on your licensing, discussing kind  
11 of some of your contingency plans related to if there  
12 is downtime would be -- at least, you know, take care  
13 of some of the concerns that may be out there in the  
14 industry.  
15 MR. GREEN: So yes. And I can let you know, we  
16 did choose a vendor. We have chosen ProMiles as going  
17 to be our automated system, overlegal permitting  
18 vendor. So that's exciting. We just --  
19 MR. KREIZENBECK: Yeah.  
20 MR. GREEN: -- had our first kickoff meeting  
21 last week. And so we look forward to meeting with them  
22 and actually getting down to the nitty-gritty and move  
23 forward with them.  
24 MR. KREIZENBECK: Great.  
25 THE MODERATOR: Well, thanks again,

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1 Mr. Kreizenbeck. Appreciate your time and ability to  
2 participate with the process today.  
3 MR. KREIZENBECK: Thank you, guys, for doing  
4 this. We appreciate it.  
5 THE MODERATOR: Thank you.  
6 I'll go ahead and throw out to the  
7 districts again, but I haven't seen any bodies and  
8 haven't gotten any text messages. So if I'm not  
9 getting any responses as of now, we'll plan on going on  
10 an extended break. We'll all be here on standby, so if  
11 there is someone in the districts that shows up, please  
12 shoot me a text, and we'll be on the lookout here at  
13 headquarters. Thank you.  
14 (Recess.)  
15 MR. GREEN: Excellent. If you would clearly  
16 state your name and which organization you work with  
17 and spell your last name for the record, we'd really  
18 appreciate it.  
19 MR. BREYMAN: Sure. Sorry, can we turn it up  
20 just a bit.  
21 THE MODERATOR: I'm turning it up.  
22 MR. BREYMAN: Thank you.  
23 My name's Matt Breyman. I am the licensing  
24 officer for Doug Andrus Distributing out of Idaho  
25 Falls. I just have one quick question when I was

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1 reading the material that you guys provided on your  
2 website. It -- you know, you were talking about  
3 condensing a lot of permitting down from up to ten  
4 permits down to a certain number.  
5 And I was curious, I noticed one of them  
6 was our overweight, overlength, oversize permits. As  
7 it stands right now, we purchase three individual  
8 permits for our overweight, oversize. We -- excuse me,  
9 we purchase one for 129,000-pound vehicle, an extra  
10 length excess weight, and also an oversized load. And  
11 those are three individual permits.  
12 And I was just wondering if with these  
13 proposed changes if it would go from three permits to  
14 one, three permits to two, or if these would stay the  
15 same?  
16 MR. ROBERTS: My name's Craig Roberts. I'm  
17 [unintelligible]. The excess weight, extra length of  
18 129 [unintelligible] also runs oversized  
19 [unintelligible], the oversize permit itself.  
20 UNIDENTIFIED SPEAKER: That's just  
21 [unintelligible]. Whoever is speaking right now is  
22 breaking up real bad.  
23 MR. ROBERTS: Is that better?  
24 UNIDENTIFIED SPEAKER: Yeah.  
25 UNIDENTIFIED SPEAKER: That's wonderful. Thank

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1 you.  
2 MR. ROBERTS: Okay. So the excess weight,  
3 129,000-pound permit, would be one permit. And then --  
4 MR. BREYMAN: If I --  
5 MR. ROBERTS: I'm sorry?  
6 MR. BREYMAN: I'm sorry. I was just wondering.  
7 I saw on the pricing schedule it would be \$45; is that  
8 correct?  
9 MR. ROBERTS: Correct.  
10 MR. BREYMAN: Okay. Okay. So we would go from  
11 these three permits down to one?  
12 MR. ROBERTS: Correct.  
13 MR. BREYMAN: Wonderful. Wonderful. That was  
14 my main question. All the other changes don't really  
15 affect my fleet as far as what we haul and those kind  
16 of things. So I can't really comment on anything else.  
17 But I just was in favor of that change of narrowing  
18 down how many permits we had to buy into -- into that  
19 one. So thank you.  
20 MR. ROBERTS: You're very welcome.  
21 THE MODERATOR: Excellent, sir. And just one  
22 more time, because unfortunately we weren't able to  
23 collect that. Can we just get your name again, and  
24 first and last name?  
25 MR. BREYMAN: Of course. My name is Matt

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1 Breyman, and I'm with Doug Andrus Distributing.  
2 THE MODERATOR: Very good. And how do you spell  
3 your last name, sir?  
4 MR. BREYMAN: B-r-e-y-m-a-n.  
5 THE MODERATOR: Perfect. Thank you, sir. I  
6 really appreciate your comments today.  
7 MR. BREYMAN: All right. Thank you for  
8 answering my questions.  
9 MS. HOAG: Do you want to take [unintelligible]?  
10 UNIDENTIFIED SPEAKER: [Unintelligible.]  
11 THE MODERATOR: ...our point of contact as well,  
12 so it's greatly appreciated. We were just talking down  
13 here about just the value of the effort everyone's put  
14 in. So much appreciated. Comment period will continue  
15 to run through the end of the week. And we will move  
16 on to the board review process and then formal  
17 rule-making process.  
18 So thanks again for everyone's help. If  
19 you have any questions or concerns, please feel free to  
20 reach out and let us know. But again, thanks a lot for  
21 the assistance today and in May.  
22 MS. HOAG: Okay. Bye.  
23 UNIDENTIFIED SPEAKER: Good night.  
24 UNIDENTIFIED SPEAKER: Good night.  
25 MS. HOAG: Thank you.

1 UNIDENTIFIED SPEAKER: Bye, Megan. Bye,  
2 Jessica.  
3 (End of recording.)  
4 -oOo-

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1 REPORTER'S CERTIFICATE

2  
3 I, JEFF LaMAR, CSR No. 640, Certified Shorthand  
4 Reporter, certify:

5 That the audio recording of the proceedings were  
6 transcribed by me or under my direction.

7 That the foregoing is a true and correct  
8 transcription of all testimony given, to the best of my  
9 ability.

10 I further certify that I am not a relative or  
11 employee of any attorney or party, nor am I financially  
12 interested in the action.

13 IN WITNESS WHEREOF, I set my hand and seal this  
14 27th day of June, 2018.

15  
16  
17  
18  
19  
20



21 JEFF LaMAR, CSR NO. 640  
22 Notary Public  
23 Post Office Box 2636  
24 Boise, Idaho 83701-2636  
25 My commission expires December 30, 2023

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