

Trucking Advisory Council

MINUTES SEPTEMBER 13, 2018

8:30-12:00 PM MST

District 6 Small Conference Room
206 North Yellowstone, Rigby, ID 83442

BOARD ATTENDEES	John Pocock, Chairman <i>Tony Black - Phone</i> <i>Kevin Iverson - Phone</i> Dave McNabb
LIAISON ATTENDEES	Alberto Gonzalez, ITD Reymundo Rodriguez, ITD Craig Roberts, ITD Matt French, ITD Ramon Hobdey-Sanchez, ITD Chris Victory, ITD Jesse Barrus, ITD Renee' Becker Johnson, ITD Chris Williams, ISP <i>Tim Thomas, ITD - Phone</i> <i>Kevin Davis, ISTC - Phone</i>
OTHER ATTENDEES	Zach Miller, Farm Bruneau

Agenda topics

APPROVAL OF THE MINUTES

CHAIRMAN JOHN POCOCK

** MOTION	The Council accepted the minutes from the April 2018 meeting. (Motion: Dave McNabb/Kevin Iverson seconded passed unanimously.
------------------	---


INTRODUCTIONS

CHAIRMAN JOHN POCOCK/
REYMUNDO RODRIGUEZ

	Chairman Pocock and Reymundo Rodriguez made welcoming messages and began the meeting.
--	---

FREIGHT PLAN AND 129K STATUS

REYMUNDO RODRIGUEZ

Discussion	Jeff Marker, the Freight Program Manager at ITD provided a presentation on Idaho Freight Program, he was unable to attend and Reymundo Rodriguez presented the information and answered questions.
	 Freight - TAC (13 Sep 18).pptx
	Mr. Rodriguez stated there were also two routes under evaluations in District 3, one on SH55 from junction of SH44 to I84 and one on SH69 from I84 to Kuna. Along with the two in District 6, SH75 and US93. This process takes two to three months to complete. Evaluation of request is sent to Jeff Marker, Jeff Marker coordinates and sends to request DMV (Craig Roberts and Lance Green) to determine proper off track and permitted length, and Division of Highways does an analysis of the route which includes infrastructure analysis.
	Mr. Rodriguez described off track and the importance to the group. Off-track is important as it as well as overall length determines what routes an extra length vehicle combination can operate on.
	Mr. Rodriguez stated the map for 129K routes is on the ITD home page and is located at: https://itd.idaho.gov/itddmv/?target=ports-of-entry#maps-and-routes .
	Mr. Iverson stated that there is still opposition from certain highway districts but it is much better. Mr. Iverson stated that we need to work on educating them on 129K vehicle combinations. Mr. Rodriguez stated that Lance Green is currently working with Local Highway Technical Assistance Council (LHTAC) on education with local highway districts concerning 129K vehicle combinations.

DMV

REYMUNDO RODRIGUEZ

DISCUSSION	Mr. Rodriguez stated ITD-DMV is currently on track with the installation of a new automated permitting system. The new system will contain automated routing as well as connectivity to ITD's bridge analysis data in order to allow the system to analyze the infrastructure for each permit request that needs an analysis.
	We are going moving towards the future with this system. Customers will have access to this 24/7 system which will allow the carrier to log in and obtain their Annual or a single trip special permits. It will provide the customer with proper requirements and routing to safely travel down the road. It was agreed that ITD

	needs better vertical clearances data but ITD does have the majority listed. This new system will contain data for interstate and state highways but in the future ITD plans to also include local highways. This is one portion of the what Lance Green is promoting to the local jurisdictions.
	ProMiles is the vendor selected for new permitting system.
	Celtic is the vendor selected for the commercial vehicle registration system. This includes IRP registrations and will soon include full fee registrations. Jerri Hunter is recruiting carriers to pilot the project. Chairman John Pocock and Mr. McNabb are interested in piloting the project. This system saves time and errors and creates many efficiencies not only for customers but also for ITD to streamline the registration process.
	Mr. Gonzalez briefly discussed the Driver's License System vendor issues. After a tough transition in the Driver's License system, we are beginning to see some light at the end of the tunnel. We still have lots of work to do but he believes we are on the right track. We have had numerous outages with the vendor but currently locked into a contract with them. We are currently open for business. Validation will be done prior to vendor implementing any further implementations.
	Mr. Rodriguez encouraged the group to attend/promote Industry Training. There were 319 folks who attended the training throughout the state this year. ITD, Idaho State Police (ISP), Idaho Tax Commission (ITC) and Federal Motor Carrier Safety (FMCSA) partner together to present annual training and to be available for one on one question(s) from carriers. Mr. Rodriguez encouraged the group to attend next year and stated the training is beneficial to all and if anyone has any suggestions for items to be discussed next year, please submit those to Mr. Rodriguez.
	Chairman John Pocock asked if the new system would cover all permits. Mr. Rodriguez stated that the system will cover single and annual permits and also stated that if a carrier is needing 3 or more single permits of up to 16' wide and 15'6" high and/or 110' long, then an annual permit would be a better option for the carrier. Single trips are mainly for loads over these sizes or if they are only coming into the state once or twice. Loads that are over this size will be required to contact the permit staff and will still need bridge analysis if severely overweight and will still need District approval if they are over one or more of the limit concerning width, length or height. Mr. Rodriguez also stated that if the permit is issued online it will save the applicant \$5.00 on each annual permit issued.
	The commercial registration process was discussed and Chairman John Pocock and Mr. McNabb both stated instances with issues with obtaining their commercial registrations in a timely matter at the Ports of Entry. They stated that it is hard to do because an appointment is needed and they are often days out and/or person is on sick leave or absent. John stated that his assistant has to go to Inkom often and seems as if the ports are not staffed very well. Mr. McNabb stated that new trucks are sitting for at least 2 days while waiting for an appointment, and when it is close to closing time there is an issue and they are unable to obtain what is needed. Mr. Rodriguez stated currently there is one POE Technical Records Specialist (TRS) located at each of the following locations: Huetter POE, Lewiston POE, Twin Falls ITD office, Inkom POE and Sage Junction POE and are being bombarded with commercial registrations. Registrations used to take 7-9 days for turn around, currently at 1 -2 day turn around. Mr. Gonzalez stated that the answers from the group are useful if we could have Online capability for registration issuance it would be beneficial. The group discussed the following options; possibly the customer printing a temporary registration and Motor Carrier mailing out the stickers, plates and registration and the possibility of bringing forth legislation to eliminate registration stickers. The group agreed this is something they would like to proceed with and add to a future TAC agenda.
	County vs motor carrier registration systems currently do not talk to each other but in the new system this issue will be gone, there will be one system that houses both types of registrations. This should be complete within the next year and half.
	Mr. Gonzalez stated the Requirements Committee could have a TAC member on the team.
	North America Plates can be issued nationwide, they are nontransferable but can be issued nationwide. This is finally taking off and is making revenue for the State of Idaho.

CONSTRUCTION ON IDAHO HIGHWAYS

JESSE BARRUS

DISCUSSION	Jesse Barrus stated that a plan is developed by the district and when that bid is accepted by the contractor, they in turn accept to run according to the District plan. The district monitors the contractor to ensure the plan is being followed.
	Mr. Iverson asked "How do we improve Safety," he specifically noted the current I84/I86 construction project as an example. It was noted that there seems to be many accidents at this location Mr. Iverson asked "How can this section be made safer for the public. This is a two year project and it is a very difficult area, another merge lane would be an effective idea. Mr. Hobdey Sanchez described another scenario in District 4 where the speed limit was lowered for this instance and solved the issue. Officer Williams stated there is a lot of traffic cutting through the medians in that specific area, causing crashes or near misses. The group discussed that possibly a speed reduction would even benefit the area of concern. Ramon Hobdey Sanchez and Jesse Barrus will contact the district and explain the issues that they are hearing concerning the I84/I86 project to provide input to eliminate the confusion by travellers.

	Mr. Barrus described to the group an example of how ITD is working with the trucking community. ITD met with Doug Andrus to develop the a particular traffic flow project in a parking lot and then provided them with a demo prior to starting the project. ITD has also met with Heavy haulers on other various construction projects to discuss barriers and possible adjustments to those barriers to meet their needs.
	Mr. Roberts stated if there is a concern about getting through a construction area with an oversize load; feel free to contact the special permit office for verification.
	The 511 system currently emails their subscribers who have signed up for alerts for construction projects and or detours. The new permitting system will email route specific single trip permit holders notifications of future and/or current construction projects.
	The web address for the I15/US 20 Corridor - http://i15us20connector.com/

NEGOTIATED RULE MAKING/
PERMITTING SYSTEM STATUS

CRIAG ROBERTS - ITD

DISCUSSION	Mr. Roberts Discussed negotiated rule making with the group. This negotiated rulemaking is being initiated based on the directive given by the 2018 Legislature in SCR130. The Department was also approached by industry regarding the consolidation of permits in an effort to become streamlined and efficient. These administrative rules provide the authority, regulations, process and details for the Department's issuance of commercial motor vehicle special permits. Mr. Roberts and Mr. Rodriguez discussed the consolidation of permits and the efforts by both the department and stakeholders. The following website has all information pertaining to this effort: https://itd.idaho.gov/rulemaking/ . The rules were also modified with the idea that the new permit system will be able to issue permits 24/7 with electronic routing, bridge analysis, inter-active and automatic notifications to enhance safety of movements.
	Chairman John Pocock asked if staff and payroll cost would be reduced since the job is becoming automated. Mr. Rodriguez explained that the goal is to become more efficient, staff can be cross trained and realigned to needed areas within ITD DMV.
	John Pocock asked what if you change a trailer with a different off-track, is the permit valid? Mr. Roberts stated that as long as the Off-track is legal, you are legal with that permit.

RULE AND LEGISLATION UPDATES

RAMON HOBDEY SANCHEZ

DISCUSSION	Mr. Hobdey Sanchez The following 2 rule modifications are being submitted this year besides the overlegal permit changes: 1. Amend administrative rule to remove a section that governed the license plate designators that identified the exempt agency that exempt plates were issued to. This section was codified into code with the passage of Senate Bill 1282, and a designator was changed for sheriffs from SD to SO. 2. Amends administrative rule to clarify current business practice of allowing 30 day temporary permits to be issued on commercial, farm and non-commercial vehicles over 8,000 lbs. Mr. Sanchez also relayed that RR Signs Ida shield sign was ran as a pilot and now the feds have decided to remove the sign off of our current signs at all crossings and replaced with standard RR warning signs. This will take time as there are many of these signs throughout Idaho's railroad crossings.
	Two legislative ideas were submitted but denied by Governor's office. First one was for flag size on oversized vehicles/load overhang and the second idea was concerning confiscation of drivers licenses. There is no legislation coming forth from the department this year.
	Strapping of Hay bales idea was discussed by TAC but nothing has been submitted formally as of yet. Officer Williams stated hay bales is not the only item needing attention for securement. Mr. Hobdey Sanchez stated that possibly this next go around will be more appropriate to move forward with this.
	Autonomous vehicles - Governor Otter created an executive committee to represent autonomous vehicles. They are attempting to develop a frame work/plan for the legislative issues surrounding this new technology. Also there may be a need to provide a testing area/roadways for such vehicles as a proof of concept.
	Weight-Distance Registration Proposals, we have met several times with the chairmen of this legislative interim committee and provided data. The full committee has not met and ITD is not the policy makers and therefore is the responsibility of the committee to develop a recommendation to the 2019 legislative session.
	Currently doing legislative outreach in each district statewide. Mr. Rodriguez stated it would be a good idea to invite TAC members to these sessions. Mr. Hobdey Sanchez will send invites.

TIME AND DATES FOR FUTURE MEETINGS

DISCUSSION	The next TAC meeting will be held December 13, 2018 at the Idaho Transportation located at 3311 W State St. Boise ID.
-------------------	---

**FUTURE
AGENDA ITEMS**

No Stickers on Renewals
Hay Bales Securement