

# Trucking Advisory Council

MINUTES DECEMBER 14<sup>TH</sup>, 2016

9:00-12:00 PM MST

AERONAUTICS CONFERENCE ROOM

|                          |  |
|--------------------------|--|
| <b>BOARD ATTENDEES</b>   | John Pocock, Chairman<br>Bill Stellmon<br>Tony Black<br>Kevin Iverson<br>Mike Kempel<br>Heath Treasure   |
| <b>LIAISON ATTENDEES</b> | Reymundo Rodriguez, ITD<br>Pat Carr, ITD<br>Jeff Marker, ITD<br>Ramon Hobdey-Sanchez, ITD<br>Lance Green, ITD<br>Renee' Becker Johnson, ITD<br>Rich York, FMCSA<br>Sergeant Shawn Staley, ISP<br>Kevin Davis, ISTC   |
| <b>OTHER ATTENDEES</b>   | Alan Ginkel, ITA<br>Jerry Deckard, Capitol West<br>Jeff Jones, 6 Mile Engineering<br>Larry White, 6 Mile Engineering<br>Robb MacDonald, City of Caldwell<br>TJ Frans, City of Caldwell<br>Julie Arms, Hub International Insurance & Self Permitting Business (Phone) |

## Agenda topics


APPROVAL OF THE MINUTES

CHAIRMAN JOHN POCOCK

|                  |  |
|------------------|--|
| <b>** MOTION</b> | The Council accepted the minutes from the September 2016 meeting. (Motion: Mike Kempel/Tony Black seconded passed unanimously. |
|------------------|--|


FREIGHT PLAN AND 129K STATUS

JEFFREY MARKER - ITD

|                   |  |
|-------------------|--|
| <b>Discussion</b> | Jeffrey Marker, the Freight Program Manager at ITD introduced himself to the TAC and provided a presentation on Idaho Freight Program. Focused on ITD Mission – “Your Safety, Your Mobility, Your Economic Opportunity.” Data Driven Inputs to Idaho Transportation Investment Plan (ITIP)   |
|                   | <br>Freight Plan - TAC<br>(CAO 12 Dec 16).pdf   |
|                   | <p>Pat Carr and Reymundo Rodriguez explained that Idaho is a NORPASS state. With a license plate reader (LPR) it will check your credentials and everything is ok the truck will get a signal to bypass by a Variable Message Sign (VMS). This will facilitate more trucks to gain the ability to bypass the ports if meeting proper safety, size, weight and credential requirements. The license plate reader has limitations, it is optical plate reader and if the plate is damaged/obstructed then the readability of the plate is lessened. The use of LPRs enhances the current Weigh In Motion system.</p> <p>The technology has two main parts. To weigh trucks, construction crews buried a WIM sensor “loop” under the surface of the slow lanes on north and southbound I-15. When trucks drive over the loop, it instantly registers their weight and axle configuration, and the system cross-checks the information in a database to ensure the commercial vehicle combination is within size and weight restrictions.</p> <p>Virtually simultaneously, Automatic Vehicle Identification license plate readers identify trucks by their plate numbers, and computers at the scales are able to confirm the company, the driver and a snapshot of the vehicle’s safety record from a federal database. State computers also retrieve vehicle registration information and any overlegal permits the truck has for its weight or configuration to exceed legal limits. All this happens within seconds.</p> <p>Truck drivers who will receive a POE bypass get a green light on the small transponder device in their cabs. For those whose trucks don’t have transponders, VMS signs tell them to keep driving. Trucks whose companies have safety questions or whose loads don’t match state and federal information get a red light on</p> |






|  |  |
|--|--|
|  | <p>their transponder or a message on the sign telling them to pull into the scales. There is a 10% random pull in rate, 10% of all traffic not vehicle specific.</p> <p>Before, ITD installed this technology, every vehicle was required to pull into the POE. This technology assists industry by allowing those customers who are meeting proper safety, credentials, size and weight requirements to keep rolling on the highways. Industry wants to keep rolling and we want customers who qualify for a bypass to also keep rolling too.</p> <p>This technology allows us to be more effective with the resources we have as we are more focused on those vehicles that are required to come in.</p> <p>This technology is not connected with Amber Alert system and only identifies commercial vehicles.</p>  |
|  | <p>Jeff Marker stated the 129K Pound request forms are cumbersome and ITD is in the process of automating the application and the evaluation process.</p> <p>The group discussed and reviewed the following from the previous minutes on the time frame that can be expected for the 129K requests. Here is a listing of the process &amp; procedures:</p> <p style="text-align: center;"><b>Process</b></p> <ol style="list-style-type: none"> <li>1. <b>Request Form Submission:</b> Request Form 4886 will be completed and submitted to the Idaho Transportation Department Office of the Chief Engineer by the requestor (applicant). The applicant will forward to the adjacent (contiguous) local jurisdictions in accordance with guidance on ITD Form 4886.</li> <li>2. <b>Review / Analysis:</b> Following submission of ITD Form 4886, the request will be reviewed for completeness. If is incomplete, it will be returned to the applicant with an explanation for returning the form. If the form is complete, the department's analysis for engineering and safety criteria will commence. Analysis criteria shall include assessment of pavement and bridges to allow legal tire, axle, and gross weight limits as per section 49-1001 and 49-1002, Idaho Code, and route off-track requirements which includes road width and curvature. Additional consideration shall be given to traffic volumes and other safety factors.</li> <li>3. <b>Public Hearing:</b> Once the analysis is complete, the Chief Engineer will finalize a report on the application. If the report is favorable toward the application, a hearing will be scheduled to gather public testimony. A summary of the Chief Engineer's report will be provided to the Subcommittee member who will conduct the hearing. The summary report will also be posted on the ITD 129,000 Pound Truck Route website. If more than one route has been requested in a district, one hearing may be held to gather testimony on all of the routes in that district. If the report is not favorable toward the application, the Chief Engineer will present his findings to the 129,000 Pound Truck Route Subcommittee for its consideration.</li> <li>4. <b>Chief Engineer's Recommendation to the Idaho Transportation Board Subcommittee:</b> The Office of the Chief Engineer will present findings and relevant information to the 129,000 Pound Truck Route Subcommittee along with a recommendation to approve or reject the application based on a completed review of engineering and safety criteria.</li> <li>5. <b>Subcommittee Meeting:</b> Subcommittee meetings will be open meetings without additional public testimony; however, comments received up until the published closing date will be considered and specifically addressed by a responsible member of the Subcommittee and/or ITD staff where required. The Chief Engineer will present the analysis of the route(s) and a recommendation for Subcommittee action. After discussions, if the report is favorable, the voting Subcommittee members shall vote on a motion to hold the request for additional information or recommend the full Board reject or approve the application. The recommendation will be provided to the Idaho Transportation Board at the first available meeting scheduled by the Chairman of the Board. Minutes of Subcommittee meetings will be taken and posted on the ITD 129,000 Pound Truck Route website.</li> <li>6. <b>Idaho Transportation Board Meeting:</b> The 129,000 Pound Truck Route Subcommittee will make a recommendation (options include, but are not limited to, hold the request for additional information or proceed to a public hearing if the Chief Engineer's analysis was unfavorable or recommend the full Board reject or approve the application) to the Idaho Transportation Board based upon the department's analysis.</li> <li>7. If the Idaho Transportation Board rejects or approves the Subcommittee's recommendation to either approve or deny the request, the Office of the Chief Engineer will prepare a Letter of Determination. The Letter of Determination will be sent to the requester and posted on the ITD 129,000 Pound Truck Route website. Either decision may be appealed. If no action is taken, the decision becomes final 14 days after the Letter of Determination is posted.</li> </ol> |

|                   |   |
|-------------------|---|
| <b>DISCUSSION</b> | Pat Carr, Port of Entry Manager reported the final results of the Roving POE site evaluation. |
|-------------------|---|

|   | Originally there were 343 sites reviewed. Table 1 shows 15 Sites where improvements were identified and Table 2 <sup>nd</sup> shows 63 sites that will no longer be used for a variety of reasons. |          |
|---|--|----------|
|   | <br>Roving POE (updated 11-09-2016).docx  |          |
|   | Chairman Pocock asked specifically about HWY 87 south bound, Pat Carr will research and report back next Trucking Advisor Committee meeting.   |          |
| ACTION ITEMS  | PERSON RESPONSIBLE   | DEADLINE |
| Research results on Southbound HWY 87 and report back | Pat Carr   |          |

NEGOTIATED RULE MAKING

RAMON HOBDEY SANCHEZ, ITD

|                   |   |
|-------------------|---|
| <b>DISCUSSION</b> | Ramon Hobdey Sanchez from ITD discussed Negotiated Rule Making.   |
|                   | <p><b>What is negotiated rulemaking?</b></p> <ul style="list-style-type: none"> <li>• An informal and flexible process</li> <li>• Allows all interested &amp; affected parties/entities to participate in rulemaking process</li> <li>• Idaho Administrative Procedures Act (IAPA) requires state agencies to engage in negotiated rulemaking whenever feasible <ul style="list-style-type: none"> <li>○ Determining feasibility <ul style="list-style-type: none"> <li>▪ Is there a need for temporary rulemaking?</li> <li>▪ What is the nature of the change being proposed?</li> <li>▪ Are the affected parties easy to identify?</li> <li>▪ Are the affected parties likely to reach a consensus on a proposed rule?</li> </ul> </li> <li>○ Agency's determination of feasibility is not subject to judicial review, however, it is subject to legislative scrutiny</li> </ul> </li> </ul> <p><b>What are the advantages of negotiated rulemaking?</b></p> <ul style="list-style-type: none"> <li>• Negotiating the content of the rule text before it is published in the Administrative Bulletin can save time and money because, in many instances, the discrepancies in the amendments or potential problems can be resolved before committing additional resources to the rulemaking.</li> <li>• Improves the substance of proposed rules by drawing upon shared information, expertise, and technical abilities possessed by the affected persons.</li> <li>• Expedites formal rulemaking.</li> <li>• Lessens the likelihood that affected persons will resist enforcement or challenge the rules in court.</li> <li>• Public and industry constituents are generally more satisfied with the outcome if included in the process in the beginning rather than at the end; or not at all.</li> <li>• Negotiated rulemaking meetings allow for interactive discussions on the subject matter between the parties in an attempt to reach consensus.</li> </ul> <p><b>Why negotiated rulemaking now?</b></p> <ul style="list-style-type: none"> <li>• Changing atmosphere at the statehouse...many new legislators <ul style="list-style-type: none"> <li>○ Emphasis being made on using this process</li> <li>○ Legislators view this process as a very important step in the formulation of proposed rules</li> </ul> </li> <li>• Strongly encouraged by the Governor's Office and the Division of Financial Management</li> <li>• Will improve process/ease of presenting rules during the legislative session</li> </ul> <p><b>ITD Rulemaking Page - <a href="http://itd.idaho.gov/rulemaking/">http://itd.idaho.gov/rulemaking/</a></b></p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <br/> Pending-Rule-39_03_06.pdf </div> <div style="text-align: center;"> <br/> Pending-Rule-39_03_12.pdf </div> <div style="text-align: center;"> <br/> Pending-Rule-39_03_15-Opt-In-Option.pdf </div> <div style="text-align: center;"> <br/> Pending-Rule-39_03_22.pdf </div> <div style="text-align: center;"> <br/> Pending-Rule-39_03_23.pdf </div> </div> |

ROUNDAABOUT PROJECT

LIONEL STARCHMAN – 6 MILE ENGINEERING

|                   |   |
|-------------------|---|
| <b>DISCUSSION</b> | 6 Mile Engineering presented information concerning the construction of a roundabout in District 3. The presentation goals were: <ul style="list-style-type: none"> <li>• Present the two final intersection improvement alternatives</li> <li>• Show how they accommodate the design vehicle and oversize vehicles that frequently travel through the intersections</li> <li>• Solicit input on whether to design for a unique oversize load or to utilize oversize vehicle detour route.</li> </ul> |
|-------------------|---|



13484 Centennial and Simplot - TAC PresentWay Roundabout - Robb, T.J. and Aaron,  
 13484 Centennial MeWay Roundabout -  
 13484 Centennial PINWay Roundabout -  
 13484 Centennial Tru

As discussed last week, we evaluated oversized vehicle routes for the attached Forterra 115' beam truck with fixed rear dolly to access I-84 for eastbound and westbound travel.

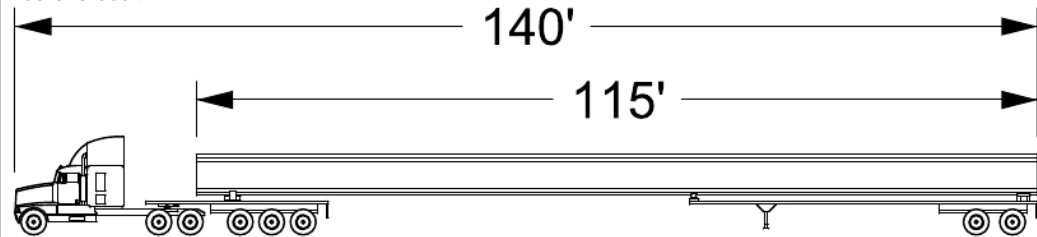
Based on our evaluation using a program called "AutoTurn" (turning movement software) and aerial imagery from Canyon County and Google, multiple routes are available for travel to I-84 with the 115' oversized vehicle. However, the AutoTurn evaluation shows that the current Centennial Way interchange cannot accommodate the oversized vehicle for either eastbound or westbound access to I-84.

For travel to the east and west on I-84, the vehicle can travel west on SH-19 to access US-95, travel north on US-95 to access US-26/US-95, and continue north on US-95 to access I-84 for westbound and eastbound travel.

For a shorter travel route to eastbound I-84, the vehicle can travel west on SH-19 to access US-95, travel south on US-95 to access SH-55, travel east on SH-55 to access I-84 at the Karcher-Midland interchange for eastbound travel.

Thanks,

Larry J. White, P.E.  
 Six Mile Engineering, PA  
 704 E. United Heritage Court, Suite 204  
 Meridian, ID 83642  
 208-378-0654



Group discussed the issues of an accident happening due to the roundabout and who would be found at fault if it were to occur. This brought the discussion concerning proper signage is needed so that commercial and non commercial traffic could navigate throughout the roundabout safely. Washington and Oregon sign their roundabouts to direct commercial traffic to take both lanes to safely negotiate the turning; there is no law in Idaho stating this traffic procedure and this causes confusion and potential accidents. Group agreed this needs to be addressed further and thanked the 6 Mile Engineering for their input.

PERMITTING SYSTEM STATUS

REYMUNDO RODRIGUEZ - ITD

|                   |   |
|-------------------|---|
| <b>DISCUSSION</b> | Reymundo Rodriguez stated that currently ITD is in the process of interviewing three contractors; request for purchase will be February to March and the completion of system should be 14-18 months. |
|-------------------|---|

HAZARDOUS TRAVEL CONDITIONS

CHAIRMAN POCOCK

|                   |   |
|-------------------|---|
| <b>DISCUSSION</b> | <p>Hazardous Travel Condition Restrictions located in Administrative Rule</p> <p>39.03.22 – Rules Governing Overlegal Permits for Extra Length, Excess Weight and Up to 129K Vehicle Combinations.</p> <p>04. Hazardous Travel Conditions Restrictions. Extreme caution in the operation of permitted vehicle combinations shall be exercised when hazardous conditions exist. The movement of overlegal vehicles and/or loads by overlegal permit shall be prohibited and otherwise valid permits shall automatically become invalid enroute when travel conditions become hazardous. Hazardous conditions include, but are not limited to, ice, snow or frost; or when visibility is restricted to less than five hundred (500) feet. (7-1-13)T</p> <p>Julie Arms stated that the highlighted verbiage is so broad and requested that ITD tighten up the verbiage to not make it so broad. Reymundo Rodriguez stated that it is at discretion of compliance staff and we trust our inspectors to use their discretion appropriately. This is on the Oversize Load permit and the group agreed that this needs to be reworded; an attorney would tear this apart in court.</p> <p>The group agreed this needs to go thru Negotiated Rule Making and a better definition needs to be created.</p> |
|-------------------|---|

| ACTION ITEMS   | PERSON RESPONSIBLE | DEADLINE |
|--|--------------------|----------|
| Work with Great West Causality and come back to us with a suggestion with rewording. | Julie Arms         |          |
| Research other states and report back.   | Reymundo Rodriguez |          |

Time and dates for future meetings

|            |   |
|------------|---|
| Discussion | The next TAC meeting will be held April 5 <sup>th</sup> at E Boise Port of Entry. Chairman Pocock encouraged each member to physically attend and represent their district. |
|------------|---|

|                            |           |
|----------------------------|-----------|
| <b>FUTURE AGENDA ITEMS</b> | Dyed Fuel |
|----------------------------|-----------|