

# Trucking Advisory Council

MINUTES DECEMBER 14, 2017

8:30-12:00 PM MST

ITD HQ CONFERENCE ROOM 212  
3311 W State St, Boise ID

<b>BOARD ATTENDEES</b>	John Pocock, Chairman Frank Buell Wally Burchak Tony Black Kevin Iverson - Phone Dave McNabb Heath Treasure
<b>LIAISON ATTENDEES</b>	Reymundo Rodriguez, ITD Pat Carr, ITD Jeff Marker, ITD Ramon Hobdey-Sanchez, ITD Brendan Floyd, ITD Renee' Becker Johnson, ITD Rich York, FMCSA Kevin Davis, ISTC
<b>OTHER ATTENDEES</b>	Jerry Deckard, Capitol West

## Agenda topics

APPROVAL OF THE MINUTES

CHAIRMAN JOHN POCOCK

<b>** MOTION</b>	The Council accepted the minutes from the September 2017 meeting. (Motion: Tony Black/Jack Buell seconded passed unanimously.
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INTRODUCTIONS

CHAIRMAN JOHN POCOCK/  
REYMUNDO RODRIGUEZ

	Chairman Pocock welcomed Wally Burchak, Trucking Advisory Board Member for District 2.
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ELD RULE

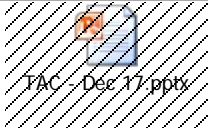
RICH YORK - FMCSA

<b>Discussion</b>	<p>Rich York from Federal Motor Carrier Safety Administration (FMCSA) discussed the upcoming Electronic Logging Device (ELD) rules/guidelines effective December 18, 2017.</p> <p><b>ELD Exemptions</b> Rich York explained the difference between 100 air mile exemption and agriculture exemption. They are not the same thing.</p> <p><u>100 Air Mile</u> – local drivers who stay with 100 air miles radius of their home base within a 12 hour period – can use a time card that shows the following: <i>Time In; Time Out and Total Hours Worked.</i></p> <ul style="list-style-type: none"> <li>• Does not matter commodity, as long as not agriculture</li> <li>• Leaving and coming back within 12 hours</li> <li>• Does not matter if state lines are crossed as long as it is within 100 air miles</li> </ul> <p><u>Agricultural</u> – Agricultural Operation run by a farmer or someone transporting agriculture commodities have a 150 air mile radius and within that 150 miles they are not regulated. No requirement for ELD, Timesheet, log for Hours of Service. Log-sheet or ELD is required if going over a 150 air mile radius, the log-sheet or ELD will start after the 150 air miles and end back at the 150 air miles.</p> <p>If there is an issue with any Law Enforcement on the understanding of the exemptions, please contact Rich York so he can explain the exemption.</p> <p>Kevin Iverson asked if ITD is going to be doing any educational meetings to ease the questions. Reymundo Rodriguez stated there are none planned, ITD recently attended training from ISP. Rich York state FMCSA would be more than happy to do a Public outreach; they would just need a venue to give the training.</p> <p>For CSA purposes, not having an ELD when required will not impact the CSA score.</p> <p>Personal Conveyance time is being addressed by FMCSA. Rich will send Reymundo more information on personal conveyance and Reymundo will forward to the group. Rich encouraged the group to contact him if anyone has any questions.</p> <p>Chairman Pocock asked if when the driver took time to eat or shower was personal conveyance and Rich</p>
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	<p>stated that is considered “off duty” since the driver is not responsible for the vehicle during that time.</p> <p>Chairman Pocock asked on agriculture exemptions, loading and unloading, does that go against the 70 hour rule and Rich stated no it does not.</p> <p>Rich once again encouraged the group to contact him on any issues or questions. His phone number is 208-334-1842. His email address is <a href="mailto:Richard.york@dot.gov">Richard.york@dot.gov</a></p>
	<p>Dave McNabb asked what is going on with CRASH. Rich stated that the mission is to reduce crashes. A Central group looks at a carrier and determines the scores from delaminating whether or not a crash was preventable or not and why a carrier has a high crash rate. More information can be found at: <a href="https://www.fmcsa.dot.gov/safety/crash-preventability-demonstration-program">https://www.fmcsa.dot.gov/safety/crash-preventability-demonstration-program</a></p>
	<p>Chairman Pocock thanked Rich for all of useful help and assistance and the Council appreciates his participation in TAC meetings. Rich encouraged the group to contact himself or his office if there are any questions or any assistance is needed.</p>

FREIGHT PLAN AND 129K STATUS

JEFFREY MARKER - ITD

<b>DISCUSSION</b>	<p>Jeff 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)</p>
	
	<p>Chairman Pocock asked when Sage Junction Port of Entry is updated with their Weigh in Motion (WIM), would that just be a WIM on I15. Reymundo stated it would also include state highway 33 and will also include a license plate reader (LPR).</p> <p>Dave McNabb asked if it would include NORPASS and Reymundo stated that Idaho is a NORPASS state and we currently issue transponders to Intra state vehicles only. If your fleet travels thru Oregon on a regular basis you can contact Oregon in order to obtain a free transponder. If this does not apply, the state of Washington sells transponders for \$35.00 each.</p>
	<p>Spring break up is an ITD District decision based on the evaluation of the condition of the highway.</p>
	<p>Reymundo stated that ITD is in the process of putting an excel spread sheet that will calculate legal bridge. There is currently an Off-Track version available and Reymundo will forward the link to the TAC. The link is: <a href="http://apps.itd.idaho.gov/apps/poe/offtrack.html">http://apps.itd.idaho.gov/apps/poe/offtrack.html</a></p>
	<p>Frank Buell asked about the truck ramps in District 2 for 129k routes (Lewiston Hill). Jeff stated it is not specifically in the evaluation and will clarify with District 2 and report back to Reymundo.</p>
	<p>Wally Burchak asked if ITD was any closer to coming to an agreement on the 129k permitting. Jeff and Reymundo stated that this is still in the process and will forward any updates as they come available; currently we are waiting for response back from Ada County on the latest agreement. The 129K process is located at the following link: <a href="http://apps.itd.idaho.gov/apps/freight/129K/docs/129KManual.pdf">http://apps.itd.idaho.gov/apps/freight/129K/docs/129KManual.pdf</a></p>
	<p>Wally Burchak voiced concern that if 129K were allowed on US12 there is a real risk of commerce not utilizing US12 due to vehicle safety concerns.</p>

ITD LEGISLATIVE INTERIM COMMITTEE UPDATE, PLANNED OUTREACH AND SPONSORED LEGISLATION

RAMON HOBDEY SANCHEZ, ITD

<b>DISCUSSION</b>	<p>Ramon Hobdey Sanchez from ITD discussed current legislation that can be found at the following links:</p> <ul style="list-style-type: none"> <li>• <a href="https://legislature.idaho.gov/sessioninfo/">https://legislature.idaho.gov/sessioninfo/</a> - 2017 Leg session</li> <li>• <a href="https://legislature.idaho.gov/sessioninfo/2017/legislation/">https://legislature.idaho.gov/sessioninfo/2017/legislation/</a> - Bill Center</li> </ul>
	<p>2017 Legislation that passed:</p> <ul style="list-style-type: none"> <li>• SB1043a – Implements of Husbandry – Authorizes equipment dealers to be allowed to move overwidth implements of husbandry during daylight hours from farm to farm, auction house and repair shop without having to obtain an overlegal permit.</li> <li>• Administrative Rule 39.03.10 - Modified to allow equipment dealers to move overwidth only implements of husbandry during holiday or weekend hours during an emergency basis.</li> <li>• Administrative Rule 39.03.16 - Modified to allow equipment dealers to move overwidth only implements of husbandry without obtaining an overlegal permits.</li> </ul>
	<p>2018 Proposed Legislation:          Allow Electronic Credentials/CMV Permits          Currently, §49-1004, Idaho Code, requires overlegal permits to be in writing, carried in the vehicle and upon demand be delivered for inspection to any peace officer or authorized agent charged with the care and protection of highways.          Modifying Idaho Code to state that overlegal permits may be stored in an electronic form instead of a hard copy would create efficiencies for both the Department and customers. This will allow rules and business processes to be updated and streamlined to allow electronic permits and attachments to be delivered via email or text. Customers could then display permits on their</p>

	<p>electronic equipment such as a smart phone, tablet or laptop. This would be a choice that the customer makes when applying for an over legal permit.</p> <p>This change eliminates the necessity of carrying paper hard copies and map routes; which are easy to lose or get worn out. It would also reduce requests for duplicates or replacements.</p>
	<p>Interim Committee was created and only had three meetings concerning Commercial Vehicle Registrations. The committee is not looking to collect any new funds. They researched a weight distance tax and researched mileages and jurisdictions; this was short lived with no impact on industry.</p>
	<p>Automatous Vehicles was briefly discussed and the Idaho Legislature's intent to be ready for testing and appropriate legislation at the ready to accommodate such technology. Currently ITD and ISP has provided information to the Legislature on the current technology as well as the issues that may arise (registration, insurance, testing, safety, infrastructure, etc.).</p>
	<p>511 has an internal working group to make 511 more efficient. Updating construction in a timely matter and making sure most up to date information is on 511.</p>

PERMITTING SYSTEM STATUS

REYMUNDO RODRIGUEZ - ITD

<b>DISCUSSION</b>	<p>Reymundo Rodriguez updated the group on the Request for Purchase (RFP) for Overlegal Permit Commercial Vehicle Registration System. The current RFP incorporates Overlegal Permits and Commercial Vehicle Registration. There could be one vendor that does both or there could be a vendor for each. There is nothing tied to the RFP stating that they would have to do both.</p> <p>The department had a contract with a vendor for the current International Registration Plan (IRP) and it was to be renewed annually due to the possibility of a new system. ITD was notified in May its vendor for IRP truck registrations would no longer be providing the service after November 30<sup>th</sup> and they were going out of business. The department obtained an exemption from the Idaho Division of Purchasing to use an interim system until a formal RFP could be conducted to find a permanent solution.</p> <p>With the exemption granted, ITD decided to replace the current system with a commercial off-the-shelf IRP solution provided by Celtic. Then the hard work began as ITD and Celtic had 45 days to implement a product that would meet both federal and state mandates. Currently on track to have the interim system ready for the December 4<sup>th</sup> deadline.</p> <p>The RFP is near ready and will go out this week. The estimated time to be awarded is February – March 2018. The permit system will be able to issue permits 24/7 with electronic routing.</p>
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TAC MEMBERSHIP

CHAIRMAN POCOCK

<b>DISCUSSION</b>	<p>District 1, Frank Buell; District 4 Kevin Iverson; District 6 Heath Treasure and Chairman John Pocock all requested to renew their memberships. Reymundo will submit formal request to the ITD Board and report back.</p>
<b>** MOTION</b>	<p>The Council accepted (Motion: Tony Black/Dave McNabb seconded) passed unanimously.</p>

TIME AND DATES FOR FUTURE MEETINGS

Discussion	<p>The next TAC meeting will be held April 6<sup>th</sup> at the ITD Aeronautics Conference. If available the group would like to schedule "Lunch with the Board" for the July meeting. Reymundo will request and report back to the group. Chairman Pocock encouraged each member to physically attend and represent their district. Future meeting will be sent out via Meeting requests to ensure it is on the calendars of participants.</p>
<b>** ACTION</b>	<p>Reymundo, request the TAC to have lunch with ITD Board during the July ITD Board meeting.</p>

<b>FUTURE AGENDA ITEMS</b>	<p>ELD with Rich York Hay Bale Straps</p>
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