

# Trucking Advisory Council

MINUTES APRIL 30, 2015

9:00-12:00 PM MST

ITD AERONAUTICS CONFERENCE ROOM

<b>BOARD ATTENDEES</b>	John Pocock, Chairman Frank Buell via phone Mike Kempel via phone Kevin Iverson Tony Black Bill Stellmon via phone Heath Treasure via phone
<b>LIAISON ATTENDEES</b>	Reymundo Rodriguez, ITD Ed Pemble, ITD Chris Kiyoshi, ITD Santiago Palomera, ITD Pat Carr, ITD Reggie Phipps, ITD Lt. Tim Horn, ISP Carla Pape, ISTC Renee' Becker Johnson, ITD
<b>OTHER ATTENDEES</b>	Jeff Walker, Access Idaho Troy Sereduk, Access Idaho Rich Steckler, Access Idaho Julie Pipal, ITA Dennis Tanikuni, Idaho Farm Bureau

## Agenda topics

APPROVAL OF THE MINUTES

CHAIRMAN JOHN POCOCK

<b>** MOTION</b>	The Council accepted the minutes from the December 2014 meetings. (Motion: Mike Kempel/Tony Black seconded passed unanimously.)
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INTRODUCTIONS OF NEW MEMBERS

CHAIRMAN JOHN POCOCK

	Chairman Pocock welcomed new board members Frank Buell (District 1) and Heath Treasure (District 6)
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511 OVERVIEW/ENHANCEMENTS

REGGIE PHIPPS

<b>DISCUSSION</b>	Reggie Phipps introduced herself to the TAC and provided a presentation on ITD's 511, Traveler Information System. Attached is the presentation Ms. Phipps presented to the TAC Board. <ul style="list-style-type: none"> <li>See <a href="#">TAC Meeting Table</a>: "511 Presentation"</li> </ul>
	Tony Black inquired if the system information was live. Ms. Phipps stated yes it refreshes every so few seconds.
	Mike Kempel inquired how many other states are currently using this system. Ms. Phipps stated all states are using a similar system but have various vendors. We are one of the few states that have a Trucking page.
	Tony Black inquired if there is an advanced notice on the restrictions. Ms. Phipps stated there is a Future Icon that is inputted as soon as information is received from the districts.
	Mike Kempel inquired if there is a road closure would be reported due to an accident or an. Ms. Phipps noted yes it would be.
	Heath Treasure inquired if there is a collaborative effort for there to be one location to include all or a group of states. Ms. Phipps stated that there currently is not a site to include states but there are links to other/surrounding states.
	Reymundo Rodriguez clarified with Ms. Phipps that there is no charge for creating an account.
	Mike Kempel inquired if this would be tied into the navigational systems. Ms. Phipps stated that to her knowledge it would be. He also commended the State of Idaho and thanked ITD for the system.
	John Pocock inquired as to what the Breakup limits include, State Highways or County Roads. Ms. Phipps stated at this point it is only State Highways and some counties have their own pages.

	John Pocock inquired as to if an incident happens after hours, is it updated. Ms. Phipps stated it goes through State Comm and they have access to put in the information 24/7.
	Reymundo Rodriguez inquired to the members of the TAC to see if all were familiar with the 511 program. It was agreed that more education is needed and encouraged the board to spread the word. Driver Services will Tweet and ITA will put in their newsletter.

OVERLEGAL PERMIT SYSTEM

REYMUNDO RODRIGUEZ

<b>DISCUSSION</b>	Reymundo Rodriguez briefed the TAC on the current ITD Overlegal Permitting System. Idaho code states ITD will issue permits for exceeding legal size and weight. Currently the Overlegal Permit Office consists of 1 Vehicle and Size Weight Specialist, 1 Overlegal Permit Supervisor and 4 Overlegal Permit Writers. The Overlegal Permit Office along with assistance from the Ports of Entry issue approximately 67,000 to 69,000 permits annually. Annual Permits take 3-7 minutes; this consists of 50% of permits issued. The other 50% consist of Single Trip Permits and these typically exceed annual dimensions and take 20 minutes to a couple days to even a couple of weeks to issue the permit. The routes are gathered from different sources and if need be the information is sent to the Bridge Section for final approval. This is the same system that has been used since at least 1991.
	Feasibility Study was completed last year to explore available permitting solutions that will reinforce customer and business objectives while addressing current business challenges and system limitations that affect ITD customers. There is commercial off the shelf (COTS) technology that will route the permit and allow a customer to log into the system 24/7 and self -issue their own overlegal permit.  With the help of an industry expert and a business project team, ITD conducted interviews with other states currently using various permitting solutions and held vendor demonstrations. The study revealed that there are at least four viable solutions that can meet customer and business needs.
	Mr. Stellmon asked the cost of a new system and the cost of permits. Mr. Rodriguez stated that the price ranges and Mr. Stellmon also stated the cost of the permit could be increased to include these expenses.
	Mr. Rodriguez stated that whatever system the department chooses it would need to be modified to meet Idaho Code. The system could possibly be installed in phases. The fee structure run 1/2 million to 2 million dollars. The executive sponsors have requested the Permitting department to reach out to customers and affiliated trucking associations to acquire feedback and ultimately gain support for a modernized permitting system.
	Mr. Stellmon made the motion to have Mr. Rodriguez draft letter for TAC outlining the request an increase in funding for the legislature. Mr. Rodriguez stated he could draft a letter and also requested that the Idaho Trucking Association to support this.
	Chairman Pocock asked if the current system was automated. Mr. Rodriguez stated the currently system is a mainframe database where information is entered into but has no routing and analysis. Annual Permits can be issued thru Access Idaho (AI) but no routing is done thru AI.
	Mr. Iverson that currently there is a struggle with needing permits on hours when the permit office is closed and this would be beneficial in those situations.
<b>** MOTION</b>	Mr. Stellmon motioned TAC to recommend ITD for a better automated permit system. (Motion: B Stellmon/ K Iverson second)

ITD REVENUE LEGISLATION

MOLLIE MCCARTY

<b>DISCUSSION</b>	Mollie McCarty discussed the following:  House Bill 312 as Amended Statement of Purpose RS23912C1
	The proposed legislation addresses the need for increased transportation funding. The legislation, in part, increases registration fees by twenty-one dollars for personal vehicles and twenty-five dollars for commercial vehicles. it increases the motor fuels tax from twenty-five cents to thirty-two cents per gallon. The increase in registration and motor fuels tax shall be subject to a 60-40 split between the state Highway Account and Local Units of Government.
	The legislation also creates a Strategic Initiatives Program in the Idaho Transportation Department that provides for a program for transportation projects that are proposed by the Department and rated competitively on their return on investment in safety, mobility, economic opportunity, repair and maintenance of bridges and the purchase of right-of-way. It will be funded from a potential surplus eliminator of the General Fund as defined by the State Controller at the end of FY 2015 and 2016. A two-year sunset clause is placed upon the section of law authorizing the transfer from the General Fund to the Strategic Initiatives Program Fund created herein.
	It is the intent of the Legislature that all of the additional funds raised in this legislation will be used exclusively for maintenance of bridges and road and replacement projects at both the state and local levels.  Raises 94.1 million of ongoing funds after 1 <sup>st</sup> year plus 2 year surplus

	HB 132 Gaseous Fuels Bill raises 400 thousand dollars annually
	Chairman Pocock asked if the split in funds is 60 ITD and 40 Local and Ms. McCarty confirmed and stated local is city, county, etc.
	Chairman Pocock asked when we will start to see benefits from fee increase. Ms. McCarty stated there will be more construction and main focus will be maintenance.

PORT OF ENTRY OVERVIEW

PAT CARR

<b>DISCUSSION</b>	<p>Pat Carr gave an overview of what the Ports of Entry (POEs) do. POEs do safety inspections, issue permits, driver qualifications, issue permits, endorsements and registrations; provide information to public, check fuel status, assist in road closures, work with Department of Agriculture to assist with Quagga Mussels and train carriers by attending carrier safety meetings and train at driving schools.</p> <p>Updates for POE consist of:</p> <ul style="list-style-type: none"> <li>• Upgrades for the Weigh-In-Motion (WIM) at Lewiston and East Boise POEs</li> <li>• Empty truck lane at Lewiston POE</li> <li>• Currently installing mainline WIM and License Plate Reader (LPR) at Huetter POE. Estimated completion is late summer/early fall.</li> <li>• Inkom North bound is in our plan to have a WIM installed next year.</li> </ul> <p>Benefits to commercial carriers from using the PreClearance from July 1 through November 15, 2014 were:</p> <ul style="list-style-type: none"> <li>• Number of bypasses – 559,209</li> <li>• Time Savings – 46,600 hours (5 minutes saved per second)</li> <li>• Fuel Savings – 223,683 gallons (0.4) gallons per pull-in)</li> <li>• Industry Cost Savings - \$4,853,934 (\$8.68 per by pass – 5 minutes time, .4 gallons fuel)</li> </ul> <p>Vehicles bypassing Ports of Entry facilities save drivers and their companies’ valuable time on the road, thereby reducing fuel and operating costs while increasing productivity. Vehicles that bypass also benefit the State and everyone who uses out highways by reducing congestion around weigh stations and enabling POE Inspectors to focus their efforts on carriers that demand the most attention.</p> <p>This technology provides additional important benefits:</p> <ul style="list-style-type: none"> <li>• Enables POE staff to focus on carriers that are most likely to be noncompliant</li> <li>• Rewards carriers with good safety records</li> <li>• Prevents trucks from queuing on roadways and shoulders</li> <li>• Reduces lane changing and merging around weigh stations</li> <li>• Gives carriers a major incentive to conform to safety regulations and credential requirements</li> <li>• Increases facility efficiency by allowing carriers to be electronically screened and to bypass POEs based on state criteria</li> <li>• Increased motor carrier productivity and shipper efficiency</li> <li>• Reduced emissions</li> </ul> <p>Currently POE is piloting an E-Citations solution. An E-Citation will reduce the time it takes to issue a citation. A paper copy is printed out and is electronically submitted to the court.</p>
	Mr. Kempel stated he uses the POE at their safety meetings and they demonstrate how an inspection is done and commended the POE on doing this.
	Mr. Chairman asked if People Net/PrePass is tied into Idaho’s bypass system. Ms. Carr stated that Idaho is a NORPASS state and we are currently implementing DriveWyze also. DriveWyze does not require a transponder and a smartphone or tablet may be used.

DRIVER RECORD DASHBOARD

JEFF WALKER

<b>DISCUSSION</b>	<p>Jeff Walker with Access Idaho provided a demonstration on how the ITD Driver Record Dashboards functions. With an Access Idaho subscription and the drivers name(s), license number(s), and/or birthdate(s) records can be:</p> <ul style="list-style-type: none"> <li>• Ran automatically twice a month for new convictions and suspensions associated with the driver monitored</li> <li>• Flagged and available for immediate review</li> <li>• Medical certifications/expiration dates and driver’s license expiration dates are viewable</li> <li>• Accessible via individual usernames and passwords by authorized personnel within each participating organization</li> <li>• Put together to build a roster of employees to monitor for changes with driver’s licenses.</li> </ul>
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DRIVER SERVICES/MOTOR CARRIER SERVICES LEGISLATIVE UPDATE

ED PEMBLE/REYMUENDO RODRIGUEZ

<b>DISCUSSION</b>	Ed Pemble discussed Entry Level Driver Training Advisory Committee. There has been a committee that has been formed to look at requirements for rule making for entry level driver training.
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	<p>Final Rule published – primarily affects the medical examiner, will require that medical reports are reported daily. 2018 is the estimated date that this will be done nationally.</p> <p>Summary of legislation:</p> <ul style="list-style-type: none"> <li>• See <a href="#">TAC Meeting Table</a>: "Sheriff Bulletin, 4-16-2015"</li> </ul> <p>Reymundo Rodriguez discussed the following legislation updates that affect motor carriers:</p> <ul style="list-style-type: none"> <li>• See <a href="#">TAC Meeting Table</a>: "2015 Legislative Update"</li> </ul>
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ACTION ITEMS	PERSON RESPONSIBLE	DEADLINE

TIME AND DATES FOR FUTURE MEETINGS

CHAIRMAN JOHN POCOCK

<b>DISCUSSION</b>	The next TAC meeting will be held September 17 <sup>th</sup> , 2015 at ITD Aeronautics Conference Room from 9:00 am to Noon.
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<b>FUTURE AGENDA ITEMS</b>	Mr. Chairman & Kevin Iverson would like discussion on adverse weather statement that is put on overlegal permits.
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