



QUARTERLY MEETING OF THE TRUCKING ADVISORY COUNCIL

Council Meeting Minutes

19 of February 2025– C1 Broadway Conference Room/Teams

ATTENDEES

- Board Members
 - John Pocock, *Chairman*
 - Frank Buell, *District 1*
 - Tim Christopherson, *District 2*
 - Ben Espey, *District 3*
 - Kevin Iversen, *District 4*
 - David McNabb, *District 5*
- Idaho Transportation Department Staff
 - Lisa McClellan, *DMV Administrator*
 - CJ Kendrick, *Deputy DMV Administrator*
 - Mollie McCarty, *Chief External Affairs Officer*
 - Craig Roberts, *Commercial Vehicle Services Manager*
 - Caleb Forrey, *Freight Program Manager*
 - Jerri Hunter, *Commercial Vehicle Services Supervisor*
 - Heather Fleck, *Stakeholder Engagement Specialist*
 - Derek Peters, *D2 Port of Entry Supervisor (TEAMS)*
 - Kim Gale, *D3 Port of Entry Supervisor (TEAMS)*
 - Chad Jackson, *D6 Port of Entry Supervisor (TEAMS)*
- Other Attendees
 - Allen Hodges, *Idaho Trucking Association*
 - Clete Edmunson, *Associated Logging Contractors*
 - Jason Bailey, *ISP (TEAMS)*
 - Caleb Ross, *Idaho State Tax Commission (TEAMS)*
 - Dex Lake, *Farm Bureau (TEAMS)*

ORDERS OF BUSINESS

Agenda Item 1 – Call meeting to order

8:35 AM, Chairman Pocock called the meeting to order.

Agenda Item 2 – Introductions

All attendees introduced themselves, including new member Ben Espey, WinCo Foods representing District 3

Agenda Item 3– Approve Prior Meeting Minutes

Member Iverson motioned to approve the meeting minutes from November 13, 2024 and member Buell seconded the motion. Motion was approved by all members.

Agenda Item 4 –Truck Parking

Caleb Forrey presented on the Truck Parking Research Project RP 300 in November 2023, covering truck parking history, federal policies like Jason’s Law (MAP-21), and recent survey updates. In May 2024, he shared Idaho-specific findings, highlighting key recommendations such as occupancy detection systems, parking optimization, and expansion in high-demand areas. Idaho, like many states, is implementing the Truck Parking Information Maintenance System (TPIMS) and prioritizing truck parking in its carbon reduction strategy. The state is reallocating federal carbon funds to enhance parking and weigh-in-motion systems to ease congestion. Truck parking shortages are most critical along major corridors (I-95, I-5, Chicago region), with Idaho following national trends—peak demand occurring in the evening and Wednesdays being high-traffic days. The state has 3,955 truck parking spots at 118 locations, analyzed via GIS mapping to identify expansion opportunities. An emerging challenge is trucks stopping in Idaho before entering Washington for border pre-clearance. Idaho is working with FHWA on a truck parking demand model to strategically address shortages. Federal highways recommend using GIS tools for truck parking expansion. TPIMS, supported by multiple states, provides real-time parking data via 511 maps, with Minnesota offering live camera feeds. AI-powered cameras are increasingly used to reduce infrastructure costs and improve real-time monitoring. Some states and private companies are exploring AI and voice-activated systems to enhance adoption and minimize distracted driving risks. Bottom line we want to make the best decisions for Idaho and our customers, to do this we will continue coordinating with other states, develop implementation strategy that include technology options, best solutions, and hardware vs software.

Agenda Item 5 – Uninsured/Underinsured Motorist and Drive Insured Program

Dex Lake presented on Farm Bureau, which is governed by county members and follows a resolutions process that informs its policy book. One policy supports increasing penalties for driving without insurance. Efforts last year with a state representative and the insurance department did not result in changes, but some suggestions were made regarding the registration reinstatement fee. Idaho law addresses three aspects of insurance: having insurance, carrying proof (paper or digital), and maintaining minimum coverage (\$15,000 property damage). The penalty for a first offense is \$75, while repeat offenses carry fines up to \$1,000 and a maximum of six months in jail. However, judges often dismiss or reduce the first-time fine, and jail time is rarely imposed. Idaho has the most lenient penalties among states with insurance requirements, despite having some of the cheapest auto insurance rates. Driving without insurance is the second most common traffic citation in Idaho and the leading cause of license suspensions. Legislative efforts to increase penalties face resistance, but a representative remains interested in pursuing changes. His proposal includes raising the first-time fine to \$150, eliminating the discretionary \$1,000 fine for repeat offenses, and preventing penalties from being reduced by court fee adjustments. To advance this initiative, a coalition needs to be formed, including the Idaho Prosecutors Association and other stakeholders, to demonstrate the benefits of

increasing minimum coverage. Findings must be prepared in time for the next legislative session, which coincides with an election year—potentially making increased costs a tougher sell.

Agenda Item 6- BREAK

Agenda Item 7– CMV System Updates

The previous vehicle registration process was inefficient, relying on individual employee account ranges, paper-based tracking, and manual work distribution. This led to workload imbalances, delays, and customer frustration. A SharePoint workflow queue was introduced to streamline processing, and an appointment system—despite initial resistance—helped reduce in-person visits by enabling phone appointments. Customers can now submit documents electronically before their scheduled appointments. Efforts to stagger intrastate carrier expiration dates away from December 31 were met with reluctance, despite heavy workloads caused by mass renewals. Shared email accounts replaced direct employee emails to ensure continuity, and phone appointments improved accessibility. However, in December 2023, backlogs peaked at seven weeks due to late submissions, required VIN verifications, and increased phone inquiries. To meet demand, registration specialists were temporarily reassigned from size and weight permitting to focus fully on registrations. Meanwhile, port inspectors handled special permit calls, allowing the team to meet same-day processing goals. By April 2024, same-day phone appointments at ports improved efficiency, and by June 2024, same-day processing was achieved for the first time. On New Year's Eve, staff successfully processed same-day requests until 5 PM, aided by workflow improvements and strategic staff reallocation. Due to minimal voluntary participation in expiration date changes, new expiration months will be assigned starting in 2025-2026. Port of Entry inspectors and area supervisors are now trained in both special permits and registrations. A new phone system allows commercial vehicle staff to assist with incoming calls, improving efficiency by distributing workload. Same-day processing is now the standard expectation, with minor exceptions for holiday backlogs. Staff successfully met this goal even after a three-day weekend. Real-time monitoring ensures workflow adjustments as needed. The team has achieved same-hour responses for general inquiries and aims to extend this to vehicle registration requests. Efforts are underway to integrate headquarters staff into phone appointments to improve service, as in-person visits are not possible there. Training across roles continues, allowing staff to handle multiple functions while maintaining specialization where needed. Plans are in progress to streamline the online system, making it as simple as ordering from Amazon. Enhancements will provide fleet managers a comprehensive view of their vehicles. Current approval processes require manual review of attachments, which will be optimized for faster turnaround. Efficiency gains are evident: in November-December 2023, 21,000 vehicle registrations were processed. By the same period in 2024, that number increased by over 5,000 without backlog delays. Appointment-only policies are well-publicized, though exceptions may be made for urgent cases. Overall, customer experiences are improving, and complaints have significantly declined. Industry feedback suggests the new processes are effective, with further improvements planned.

Agenda Item Added impromptu– Towing Update

A long-standing issue regarding abandoned vehicle towing and predatory towing practices has been addressed through stakeholder engagement and recent legislative efforts. Over the past few years, various groups—including law enforcement, towing companies, consumer protection agencies, and insurance providers—have attempted to reform Chapter 18, but previous efforts have failed. This year, the Sheriff's Association took the lead, consolidating prior discussions into a single piece of legislation focused on abandoned vehicles. The bill passed through the Transportation Committee with minimal opposition and aims to create transparency in towing fees and improve notification systems for vehicle owners. One major concern raised is that the bill could incentivize certain tow operators to target private

properties, potentially leading to excessive towing fees. The bill does provide for electronic notifications, aiming to prevent excessive storage fees, and establishes clearer guidelines for private property owners to remove abandoned vehicles legally. Although the current legislation is seen as an important first step, more work is needed to address unresolved towing challenges, particularly for commercial trucking. Further legislative efforts may be pursued in future sessions.

Agenda Item 8 – SharePoint Demo

A new SharePoint site has been created exclusively for Council members, serving as a centralized hub for key documents, policies, and resources. The site includes member contact information, ITD contacts, and downloadable administrative and board policies. Meeting agendas, presentations, and approved minutes will be archived for easy reference, replacing the old binder system. Members can access and print documents as needed, and a countdown function tracks upcoming meetings. The platform is private, accessible only to authorized members. Feedback and suggestions for improvements are welcome.

Agenda Item 9 – Select Dates for next TAC Meeting

Wednesday, May 21, 2025

Agenda Item 10 – Adjourn Meeting to attend ITD Board Meeting

12:05 PM, Chairman Pocock adjourned the meeting.

FOLLOW-UP ITEMS

- Invite a representative from Government Affairs to give legislation updates for the rest of the year
- Add Clete Edmunson and Allan Hodges to the SharePoint site
- Share the handouts from Clete Edmunson and Dex Lake presentation
- Send email inquiring the level of interest to the Dealer Advisory Board chairman for a joint venture with the Trucking Advisory Board and other interested stakeholders for raising minimum property damage rates.
- Research when the TAC began with a list of chairman and members

Minutes Certification

Certified by John Pocock, Chairman of the Council

Signature: _____ Date: _____