



QUARTERLY MEETING OF THE TRUCKING ADVISORY COUNCIL

Board Meeting Minutes

14th of September 2022 – ITD HQ Broadway Conference Room/Teams

ATTENDEES

- Board Members
 - John Pocock, *Chairman*
 - Frank Buell, *District 1 (Teams)*
 - Tim Christopherson, *District 2*
 - Tony Black, *District 3*
 - Kevin Iversen, *District 4*
 - Dave McNabb, *District 5*
 - Troy Thurgood, *District 6*
- Idaho Transportation Department Staff
 - Alberto Gonzalez, *Motor Vehicle Division Administrator*
 - Craig Roberts, *Commercial Vehicle Services Manager*
 - Doug Kolar, *Policy Program Specialist*
 - Bill Moad, *ITD Board Chairman*
 - Scott Stokes, *ITD Director*
 - Mollie McCarty, *Chief External Affairs Officer*
 - Ramon Hobdey-Sanchez, *Office of Governmental Affairs*
 - Scott Luekenga, *Highways Development Manager*
 - Jerri Hunter, *Commercial Vehicle Services Supervisor*
 - Dan McElhinney, *Chief Operations Officer*
- Other Attendees
 - Allen Hodges, *ITA Executive Director*
 - Shawn Staley, *ISP Commercial Division*
 - Ron Morgan, *POE Supervisor*
 - Erika Bowden, *HQ Highways Development Project Manager*
 - Amy Schroeder, *HQ Highways Development Program Manager*
 - Kim Gale, *POE Supervisor*
 - Nancy Casperson, *POE Supervisor*
 - Philip Youngman, *POE Supervisor*
 - Robert Roe, *District 3 Freight Advisory Council*
 - Gary Halverson

ORDERS OF BUSINESS

8:33 am, Chairman Pocock called the meeting to order.

Agenda Item 1 – Housekeeping Items

8:34 am, Being a new meeting location, the restrooms and water fountain locations were pointed out.

Agenda Item 2 – Introductions

8:35 am, all attendees introduced themselves.

Agenda Item 3 – Commercial Vehicle Services Update

8:40 am – 9:15 am

The changes being made to the Commercial Vehicle Services were presented:

- Expanding special permits staff's responsibilities to include registrations.
- Some HQ TRS staff will be relocated to the ports.
 - This will expand hours to Monday thru Saturday, working 10-hour shifts.
 - Provides more face-to-face customer service while still processing on-line registrations.
- On-line registrations will be handled through queue to allow for quicker processing.
- POE will also be issuing single trip permits soon as training is in progress.
- Port work can be done by appointment, walk-in service or through queue.
- These changes minimize idle time at the ports and alleviates on-line workload at HQ.

More port presence was also requested by the logger's group, so they could process their registrations at the POE by appointment or walk-in, as an alternative for going on-line or mailing it in. The goal is to work towards same day service for most transactions. The committee expressed concerns over quality, accuracy, and speed of transactions, as well as the ability to continue in-person transactions like currently done. Their concerns were acknowledged, and the committee was assured that we have those same concerns. The end goal will be to have individuals be properly trained so they can provide the assistance needed, whether that be in-person or processing transactions from the queue. It's not to have this be a detriment to our current process but to enhance and improve it. We are starting with a select few to get fully trained to do this work regularly. This is a process we have done throughout the DMV and it has proven successful. It will be monitored carefully and if any issues are seen, to let us know immediately. The expectation is to improve the process, whether done in-person, on-line or by mail and to provide better customer service across the state.

Agenda Item 4 – Industry Training

9:15 am – 9:22 am

Conducted in August and it was the worst attendance in the last 12-14 years of tracking attendance records. There were 65 total attendees, and two sessions had no attendees. This could be attributed to multiple items. The notifications were late in getting out as planning for it was interrupted due to management changes, with Pat and Mundo retiring and Craig coming on board. Additionally, there were no huge hot topics like prior training sessions had. The intention is to continue to offer these annually but would like to know if August is a bad month and, if so, what month would work better? The committee's recommendation was to avoid planting and harvesting times. We will be reaching out to

industry to seek feedback on what kind of training they want, when's the best time and what's the best method of delivery, so they can start planning now for future training sessions.

Agenda Item 5 – I-90 Project

9:22 am – 10:00 am

There are multiple projects going on right now. The I-90 study, which is 15 miles from the Washington boarder to Sherman Ave. The study accounts for traffic needs using today's numbers and projecting through 2045, with an anticipated completion date in the spring of 2023. They are looking at widening, bridge and interchange replacements. Included is a feasibility study to relocate the Huetter POE further west. The most promising location is right next to the Washington state line. The goal is to modernize the facility to become a hub for truck monitoring activities, provide buildings for inspection in inclement weather, and to make sure it's functional and to get trucks in and out quickly. The Weigh-in-Motion would have to be relocated. Concurrent with that study is a design project that goes from Spokane St to Ramsey Rd. This is to design plans to widen sections of I-90 in this area to accommodate heavier traffic needs in this area. The last project is the I-90 and Hwy 41 interchange replacement. The construction has already started. Please utilize 511 if driving trucks through this area. Also mentioned was the need for truck parking and are working with District 1 to find acceptable locations, to include the Washington DOT POE. New electronic Chain Up signs have been placed on the Fourth of July and Lookout passes, which are solar powered and can be activated remotely, which is a great safety feature. The BNSF railway overpass on US 2 is being looked at to lower the road to increase the clearance from the existing 15'3" and to widen it to 4 lanes from 3. State Hwy 3, the Goosehaven project by St. Mary's, is being widened to allow for easier traffic flow. Requests are being considered for the US 95 Naples and the Mill section and for a US 95 Lakeshore U-turn (.4 miles south of Lakeshore Drive) They asked the committee if they felt this information was useful and they could also provide information on the other TECM corridor projects they are working on across the state and sent their website for review:

<https://itd.idaho.gov/funding/?target=tecm>. The committee asked questions about these, and other projects being done across the state and were given updates on those as well. There was also a request as to what the new clearance will be when the road is lowered under the BNSF overpass. The committee is hoping for 18' but 17' would be good too. Craig learned that the clearance would be 17'6" and reported that to the committee.

10:00 am – 10:15 am Break

Agenda Item 6 – Roundabouts

10:15 am – 10:50 am

Every year many requests come in to add roundabouts. They are looking for recommendations from the committee regarding roundabouts. A handout was provided to give an overview of the impact on roundabouts on the highway system and issues for the committee to consider in their recommendations. While roundabouts are effective on local streets, where traffic is low volume and have low posted speeds, on highways they would be counterproductive to maintaining high volume mobility. Currently ITD has no roundabouts on main line state highways, with exceptions at a few low volume ramp intersections at uphill off ramps to encourage continuous mobility versus a full stop or at adjacent local street connections near the interchange. The presentation reviewed all the potential issues that could be encountered, such as reduced speed, limited visibility, maintaining lane integrity with long trucks and multiple trailers due to off-tracking, multiple land roundabouts and right of way concerns, not to mention pedestrian or bicycle interaction issues. The committee suggested that when roundabouts are being designed, to test with large trucks to ensure it can accommodate commercial traffic needs. There was a lot of discussion about the issues encountered with existing roundabouts, especially when pulling multiple trailers, with maintaining

lane integrity and dealing with vehicle traffic as it's almost impossible to keep track of them in roundabouts. Many examples were provided, and the committee's recommendation is that no roundabouts should be put on any highway system in Idaho.

Agenda Item 7 – Truck Parking

10:50 am – 11:16 am

A handout was provided outlining a truck parking study. The requests for proposals from either the university or the consultants that would conduct the study closes on the 22nd of this month. At that time, determinations will be made to determine who will do the study. It's an 18-month study to allow time to do a thorough study. They will be looking at the existing inventory of truck parking within the state, preferably on the state highway system in some of the urban areas. Recommendations on what can be done to make truck parking better in the state. Recommendations on where truck parking can be placed in the state. Recommendations on private partnerships. The primary request from the committee is regarding the steering committee that will help guide either the university or the consultant through the process of where we really want to focus and emphasis on the truck parking study itself. The ask is that the committee provide two members to sit on the steering group committee. It's an 18-month commitment, with quarterly meetings planned or as needed. The ask is also for two members from the freight advisory committee as well. Would technology be feasible, such as truck parking information management system (TPIMS) where truck parking spots are monitored electronically to show available or taken spots to help truck drivers to see what upcoming available parking spots they can access. With the implementation of the electronic logbooks, there is no leeway in when you have to pull over and park, the limited availability of truck parking has become a national issue. The committee discussed several scenarios and suggested reaching out to communities to see if they can aide in providing truck parking, especially since they are direct recipients of truck deliveries. Oversized loads are an issue in that they take up quite a bit of available truck parking spots due to their size. Many truckers use on and off ramps, which are not legal parking spots. Many truck stops have their own independent apps that show available truck parking at their locations. A committee suggestion was to see if an Idaho truck parking app could be created. Another committee suggestion was to utilize existing technology, such as pre-pass, to see if parking availability could be incorporated into it, as it's already linked into the neighboring states. The quarterly meetings would be virtual so no travel would be required if anyone volunteers. A final committee suggestion was to make sure there are facilities at the planned truck stops, even if just restrooms.

Open Discussion – Ramon Hobdey-Sanchez Leaving

11:16 am – 11:19 am

Ramon has accepted a position with the Department of Commerce.

Agenda Item 8 – Rule Changes

11:19 am – 11:20 am

There are a couple that we are looking at but they are not making the legislative agenda this next year. They will be discussed at the next TAC meeting and will benefit the trucking industry as it relates to restrictions with some of the permitting rules.

Agenda Item 9 – Merging with Freight Committee

11:20 am – 11:35 am

The discussion is to consider if there would be any benefit to combining the Freight Advisory Committee with the Trucking Advisory Committee as they touch on many of the same issues. After more discussions with the Freight Chair, as suggestion was made to have a joint committee meeting, maybe once or twice a

year instead. The combined meeting was the preferred option and there was a lot of discussion on when to coordinate those meetings. The suggestion was to coordinate it with when the ITD board meets as both committees must report to the ITD board. The suggestion was to meet on the 16th of November as the board meets on the 17th. If that works for the FAC committee, which they would have to reach out to, great. If not, they will meet the morning of on the 17th.

Agenda Item 10 – Open Discussion

11:35 am – 11:51 am

It was brought up as a concern that a company is starting to haul 132 with a single free axel trailer in Idaho and getting permission from the local highway districts. This was regarding a 132K three axle trailer milk load, which is allowed through the 2015 FAST Act, as it allows milk to be a non-divisible item, if they are meeting their weight requirements.

Salt Application – Suggested a study to see if an inhibitor could be added to minimize the corrosive effects of road salt. A comment was made that the calcium chloride they put on the road before the storm comes is more corrosive than road salt, yet it's all a matter of safety. A local distributor up north offered to do a study, and would that be ok to have them put a study together for the committee to review? The committee felt that would be ok and it could be added to the agenda for the next meeting. There may be other options to consider as well.

Maintenance Budgets – Many of the truck turnouts are in pretty bad shape and are in real need of attention. Could those budgets be looked at to see if additional funding could be provided to repair those turnouts? The primary focus of the maintenance forces is to maintain the highways. There is a proposal for an increase in \$10M, but that is primarily to account for inflation. It does raise a good point and something that needs to be talked about. It could be looked at as a capital investment and have the work done by contract. We would need to understand where the primary needs are. Is it just up north or a statewide issue? The ELT, which includes district engineers, meets regularly to determine where the highest maintenance needs are and allocate resources accordingly. It would be helpful if they had specific examples of maintenance needs. If members could get a list of maintenance needs so it can get to the right folks and not have to wait until the next meeting.

11:51 am, Chairman Pocock adjourned the meeting.

FOLLOW-UP ITEMS

Need two TAC members for Truck Parking Study
Need list of district's maintenance item needs
Alternatives for Salt Application Study

Minutes Certification

Certified by John Pocock, Chairman of the Council

Signature: _____ Date: _____