



QUARTERLY MEETING OF THE TRUCKING ADVISORY COUNCIL

Council Meeting Minutes

17th of November 2022 – ITD HQ Broadway Conference Room/Teams

ATTENDEES

- Board Members
 - John Pocock, *Chairman*
 - Frank Buell, *District 1*
 - Tim Christopherson, *District 2 (Teams)*
 - Tony Black, *District 3*
 - Kevin Iversen, *District 4*
 - Dave McNabb, *District 5*
 - Troy Thurgood, *District 6*
- Idaho Transportation Department Staff
 - Craig Roberts, *Commercial Vehicle Services Manager*
 - Doug Kolar, *Policy Program Specialist*
 - Brendan Floyd, *Policy Program Specialist*
 - Mollie McCarty, *Chief External Affairs Officer*
 - Scott Luekenga, *Highways Development Manager*
 - Jerri Hunter, *Commercial Vehicle Services Supervisor*
 - Dan McElhinney, *Chief Operations Officer*
 - Steve Spoor, *Highways Program Manager*
 - Kelly Campbell, *Highways Research Analyst*
- Other Attendees
 - Allen Hodges, *ITA Executive Director*
 - Shawn Keough, *ALC Executive Director*
 - Ron Morgan, *POE Supervisor*
 - Karen Hiatt, *Engineer Manager D6*
 - Jason Minzghor, *District Engineer D6*
 - Kim Gale, *POE Supervisor*
 - Nancy Casperson, *POE Supervisor*
 - Carlie Foster
 - Nicholas Geale
 - Nathan Mehrens

ORDERS OF BUSINESS

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

Agenda Item 1 – Introductions

8:36 am, All attendees introduced themselves.

Agenda Item 2 – Housekeeping Items

8:37 am, Restroom location was noted and to avoid partitions at the end of the hall where the ITD board meeting is being conducted.

Agenda Item 3 – Approve Prior Meeting Minutes

8:37 am, Motion was made to approve the prior meeting minutes and was seconded. Motion was approved.

Agenda Item 4 – Highway 20/Island Park

8:38 am – 9:16 am

An overview of the situation was provided that pointed out traffic volume on this highway is quite high in the summer months. There is a small group in Island Park that are adamant about resisting highway expansion to 4 lanes. So far, most attendees are ones that oppose, so they are needing to find those that support change and get them to come to the meetings. There is an ongoing Planning and Environmental Linkage (PEL) in progress that covers from Ashton to SH-87 Junction. The next public informational meetings are scheduled for December 5th & 6th. Additional information can be found on their website: <https://itdprojects.org/projects/us-20-ashton-to-sh-87-jct/>. Several public meetings have been held to brainstorm and provide different alternatives to address the high traffic issues. They are currently between level 2 and level 3 stages of the PEL process. Traffic data was provided that showed in 2021, the summer traffic peaked at 10,534 vehicles per day, which equates to ~950,000 vehicles over the summer months and an annual average of 4,893 per day or ~1.7 million vehicles per year. Crash data was also provided showing the types and quantities of crashes along the corridor. There are 11 environmental factors that are considered in the PEL process. The meeting information for where the December 5th and 6th will be held, which will be mostly informational, yet public comment is always welcome. TAC voted to endorse the efforts to expand the corridor.

Agenda Item 5 – Passing Lanes Between Sugar City and Victor

9:16 am – 9:20 am

They are working with Tetonia, Driggs, Victor, & Teton County to develop a comprehensive highway plan on the southern section (Hwy 31 to Hwy 32). Conversations on the part from Sugar City to Hwy 32 have started and the goal is to get the cities and county on board at this initial time. The Madison county planning and zoning approved a massive landfill to the east of Newdale. Brought awareness that truck traffic though this area is going to be increasing and involve big heavy garbage trucks.

Agenda Item 5 – Department Legislation

9:20 am – 9:41 am

The department is presenting legislation to allow for on-line CDL renewals. Currently only Class D licenses can renew on-line or through the mail. This exception was allowed during the Covid crisis, with no issues and it just makes sense to make it a permanent option. Current statute, 49-319 (10), states the department may use mail-in renewals for class D licenses, based on criteria established in our

administrative rule. The code will be amended to include electronic renewals for CDL licenses. In 2023 we are pursuing legislative code change to allow for on-line CDL renewals and in 2024 amend the administrative rule to clarify which CDL renewals can be done on-line. The goal is to align the renewals to be in line with the class D, which requires an in-office visit once every 8 years to update their photo. Hazmat renewals will still have to be done in-office due to a federal knowledge test requirement. The next legislation we are pursuing is regarding human trafficking. It's been grounds for lifetime CDL disqualification through federal statute. Idaho has a similar lifetime CDL disqualification statute that just needs to be updated to include human trafficking. The department is asking for TAC endorsement on these legislative proposals. There was some discussion regarding the legislative process for handling rule and code changes and the different paths they take through the process. There was additional discussion regarding requirements for going in every 8 years and having to go in to do the hazmat testing. Current testing is only done at the DMV office and not through a 3rd party vendor, which would have to change to allow for alternative testing options. The suggestion was to allow for a hazmat verification to be submitted the same way as medical cards if it can be provided by a 3rd party. A motion was made to endorse the department's legislation and was seconded. Motion passed and letters to be presented to the house and senate were presented to the chairman for his signature. It was noted that the department is constantly trying to improve the customer service process, commercial and non-commercial, for all Idaho constituents.

Agenda Item 6 – Co-Meeting with Freight Committee

9:41 am – 9:53 am

They are looking to find a time where both groups can meet at the same time. The initial intent was once or twice a year. We'll start with one and see where it goes from there. That meeting with probably be co-chaired by both chairmen. Initial dates were for the week of March 13th-17th or the end of February. A suggestion was made to meet the same week of the Associated Logging Contractors meeting on the 1st and 2nd of March. The 28th was the suggested date if that ends up working for the freight committee. A brief overview of what is involved with the freight committee was provided to the TAC.

9:54 am – 10:10 am Break

Agenda Item 7 – Contractors/Owner Operators Legislation

10:10 am – 10:39 am

While the federal proposal will not affect existing state laws on independent contractor status. The general intent is from some labor groups to have owner/operators classified as employees. This would allow them to qualify for union benefits and other benefits. The California law (AB5) was unsuccessfully challenged in court. The CA bill was initiated by union groups. The ITA is opposing this legislation and working it from a national level. They will utilize a strategy of providing an enormous amount of documentation that, by law, must be read to move forward and failing to do so would nullify the proposed law. Most states have clear definitions of what constitutes an owner/operator versus an employee. CA appears to be the only state on board with this as no other state is involved. There was also discussion regarding CA businesses trying to claim Idaho residency, which can be problematic if they are renting an address versus being physically located in Idaho. CA emission requirements are also pushing companies out of CA into other states, yet that still doesn't change the requirements if they are going to do business in CA as trucks will still have to have CA emission stickers to operate in CA. The costs to retro fit trucks to meet these emission requirements can be as high as \$10,000 per truck. CA will start doing roving emission tests on trucks and by July 1st they will have to display an emission sticker in the window or access will be denied. It may create a new trailer drop and transfer businesses at the CA border. ITA will continue to disseminate information as it come available.

Agenda Item 8 – Open Discussion Regarding Dash Cams

10:39 am – 10:48 am

Drivers are always excited about it. Some run with forward facing only and some with forward and cab views. The rear facing is beneficial as it shows if the driver is paying attention during an incident. Rear facing is only triggered during incidents and can't be viewed remotely, while forward facing can be viewed remotely. While some drivers are resistant, it is proven to be beneficial to show what really happens on the road, which typically exonerates the truck driver. An example was given that proved a driver was innocent during a fatal wreck as the evidence indicated the truck driver was at fault and the video evidence proved it was not the truck driver's fault.

Agenda Item 9 – Corrosion Inhibitors

10:48 am – 11:11 am

Districts determine what they want to use to put on their roads. Whether that be mag chloride, salt, sand, or combinations of elements. Corrosion inhibitors have been tested and there have not been verifiable evidence showing corrosion inhibitors have any significant effect on corrosion. While lab tests have determined that they do work, field tests have not returned the same results. Due to this, they've made the choice not to utilize them at this time. However, they will continue to monitor the data and are always open to all options that provide the best return for the money spent. .

Agenda Item 10 – Follow-up on Contractors/Owner Operators Legislation

11:11 am – 11:22 am

ATA commented that they are opposed to the proposed DOL rule, which is not quite as bad as the CA law yet will still be problematic. The ability to submit comments close on December 13th at midnight but request not to submit comments no earlier than December 10th so they cannot review the comments to be able to rebut them.

Agenda Item 11 – Highway Safety Crash Dashboards

11:22 am – 11:54 am

They brought up the Highway Safety dashboard on the ITD website: <https://itd.idaho.gov/safety/> and pointed out a video that explains how to utilize the site. Information is initially provided from across the state and can be broken down by the contributing circumstances, such as fatigued, impaired, etc. How to select crashes that involved commercial vehicles along with the ensuing crash attributes associated to those crashes. They said they could create a dashboard that is specifically set-up to show commercial vehicles without having to select criteria to obtain the information. The TAC expressed interest in having a commercial dashboard created for them to utilize. There was a request to get data prior to the ELD mandate and were told they have crash data back to 2008. They showed how they can utilize data to help predict crash reductions based on the project work being done. The TAC asked if they could obtain the pre and post-crash data related to ELD and present that at the next TAC meeting.

11:55 am, Chairman Pocock adjourned the meeting.

FOLLOW-UP ITEMS

Send emails to TAC regarding specific data to obtain for ELD report.

Determine next joint TAC/Freight meeting either on the 28th of February or the week before or after.

Minutes Certification

Certified by John Pocock, Chairman of the Council

Signature: John Pocock_____Date: 12/6/2022_____