



## QUARTERLY MEETING OF THE TRUCKING ADVISORY COUNCIL

### Council Meeting Minutes

15<sup>th</sup> of November 2023 – ITD HQ Broadway Conference Room/Teams

### ATTENDEES

- Board Members
  - John Pocock, *Chairman*
  - Frank Buell, *District 1*
  - Tim Christopherson, *District 2*
  - Kevin Iversen, *District 4 (Teams)*
  - Dave McNabb, *District 5*
  - Troy Thurgood, *District 6*
- Idaho Transportation Department Staff
  - Lisa McClellan, *DMV Administrator*
  - Brian Goeke, *Policy Program Manager*
  - Doug Kolar, *Policy Program Specialist*
  - Heather Fleck, *Stakeholder Program Specialist*
  - Craig Roberts, *Commercial Vehicle Services Manager*
  - Jerri Hunter, *Commercial Vehicle Services Supervisor*
  - Riley Teutsch, *Commercial Vehicle Services Program Specialist*
  - Dan McElhinney, *Chief Deputy/Chief Operations Officer*
  - Mollie McCarty, *Chief External Affairs Officer*
  - Caleb Forrey, *Highways Development Manager*
- Other Attendees
  - Allen Hodges, *ITA President*
  - Bryce Morgan, *ITA Chair*
  - Shawn Keough, *ALC Executive Director*
  - April Jordan, *District 2 POE Supervisor (Teams)*
  - Kim Gale, *District 3 POE Supervisor (Teams)*
  - Misti M. Alvarez, *Tax Commission (Teams)*
  - Dexton Lake, *Farm Bureau*

## ORDERS OF BUSINESS

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

### Agenda Item 1 – Introductions

All attendees introduced themselves.

### Agenda Item 2 – Approve Prior Meeting Minutes

Member Thurgood motioned to approve the meeting minutes from the September 14, 2023 meeting and Member McNabb second the motion. Motion was approved by all members.

### Agenda Item 3 – FMCSA Speed Limiters Proposal

Chairman Pocock provided a handout “FMCSA sets top speed for speed limiter proposal”. FMCSA is looking into putting speed limiters on commercial vehicles from the factory. Chairman encouraged the council if they are opposed to this rule to email your Idaho representative due to the safety issue of the speed differential making unsafe driving conditions.

Recommendation would be when the FMCSA posts a notice of proposed rulemaking and they open the comment period, that’s the best place for the industry to submit your comments and reason because that becomes a part of the public federal record. Participants and council members discussed establishing relationships with local elected officials and inviting them to future meetings regarding federal issues, suggested summer of 2024.

### Agenda Item 4 – Use of CB Radios

Chairman Pocock shared that big trucking companies have removed CB radios from their trucks because it is another distraction, like a cell phone. There is no way of communicating when there is a pile up ahead, or chains are required. CB radios are not used in the same communication manner as they have in years past, limited to using CB radios during loading and unloading. Hands free law exempts two-way radios. Manufacturers are making trucks without the CB connection in them now, they make it an option to add it.

Chairman Pocock recommended when council members have their annual insurance audit to bring this up to them as a safety concern. It was explained that insurance companies possible see CB radios as a distraction. The council discussed needing to find a middle ground where the insurance companies are ok with the drivers being at least able to hear, and then the companies are ok with them having the two way communication using technology that your headset would work on your cell phone and your CB.

### Agenda Item 5 – Bicycle Safety Update

Lisa McClellan, DMV Administrator presented a trucking and bicycle safety rough cut simulation video showing three different scenarios. Lisa reviewed with the TAC a meeting on 11/14 with Chairman Pocock, Council Member Thurgood, and David Groff, Executive Director of the Idaho Walk and Bike Alliance. That meeting focused on our alignment on safety of the roads and how we need to educate the public bicyclist and commercial truck drivers without casting blame for the issues that are being seen.

Lisa asked the board members ways to make the video more impactful for the viewer. It was suggested that the truck be manual instead of automatic so you can see the driver quickly downshifting, use a flatbed trailer so the viewer could see that truck had a full load, and consider using a truck with an oversize load.

There was also a suggestion to put a video together from the perspective of the bicyclist wearing earphones and not hearing the vehicle coming up behind them.

If Idaho Walk and Bike Alliance had a conference in the future that Chairman Pocock volunteered Allen

Hodges and Kevin Iverson to supply a simulator to show the truck side of the scenario. In the discussion, Allen Hodges referenced this Volkswagen commercial on distracted driving that was shown in a Hong Kong movie theatre that was a short video but also very impactful for viewers. [Volkswagen movie theatre ad](#) This is all about improving safety and saving lives. It has been discussed in bringing in law enforcement for education and share the videos with them, so they are aware of this communication we are distributing. Next step: the rough-cut video and any modifications will be turned over to the ITD Office of Communication for editing. A final draft of the video will be reviewed at the next TAC meeting. The plan is to publish this on social media and potentially boost it to reach the best demographics.

#### Agenda Item 6 – Update on 129K Routes

Caleb Forrey, Highways Development Manager, presented stats for oversize/overweight, up to 129,000 pounds, permits issued for the last three years. A high percentage of those permits were processed online. The accessibility of online activity is proven successful. The weight for these permits range from 105,500-129,000, about a fourth of permits being issued are running the 129K.

In 2023, we had one application for a new 129k route from Jerome Highway District (ITD District 4). They submitted their application in April, and it is still under review by the contracted consultant. The process is run by LHTAC (Local Highway Technical Assistance Council). They accept applications from the local highway jurisdictions. After receiving an application, LHTAC can apply to ITD for \$10,000 to perform the analysis of the route. In Jerome, Dairy Farmers of America, Inc is applying to approve a 2.6 miles stretch that ties a an existing 129K state route to a local dairy farm.

Council Member Iverson mentioned that his company has applied for a lot of these applications and had every one of them approved. He explained that this process needs to be simpler to really make this successful. Many may be running 129k already because the process is so cumbersome and not worth doing, additionally there are some local highway jurisdictions that still refuse to participate.

The TAC would like to pursue legislation to increase all highways statewide to 129K. The department explained that it was well beyond the timeline required for the department to facilitate this request. Additionally, this is idea is something best pursued by the industry given its intersection with local control.

Allen Hodges mentioned that he did have a discussion with Farm Bureau, and they are very supportive of 129K.

Member Iverson shared that the end users/beneficiaries have the political power. If these end users start filling the board meetings and getting their support, things may change.

Recommendation is for the industry to reach out to LHTAC and their legislators to discuss this idea moving forward.

#### Agenda Item 7 – Truck Parking

Caleb Forrey discussed TPIMS (Truck Parking Information and Management System). Truck parking has been a growing problem everywhere, but more so in the Eastern states. Chairman Pocock shared some photos of “Available Truck Parking” signs in Kansas.

Caleb went on to explain that in the Midwest, there are a group of states that got together and said if we are going to the TPIMS it needed to be a regional model rather than individual states. In this group is Minnesota, they have chosen to make everything open source, so trucking companies, truck stops, any company that provides food services and facilities can advertise how many open spots they have. The companies are using their app to advertise open spots as well.

Caleb volunteered to be part of the NWP (North West Passage) that work on our regional issues. There are

options available for funding if we participate as a region. ITD is looking at options for I-90, I-15, and I-84, but it is likely dependent on the outcome of the current truck parking study.

There is a discussion about the expense and maintenance of the big VMS signs. ITD would likely consider an open source model that has significantly lower maintenance. ITD would like to encourage truck drivers to park at the POE where there is room and, if they are open, bathroom facilities are available. It was recommended that ITD consider signage at the ports to make it clear parking is permitted. It was also brought up that ITD owns land at Wolf Lodge on the back side of 4<sup>th</sup> of July pass that would be great to use for truck parking. ITD committed to looking into that as an additional option. Caleb also committed to sharing the truck parking study with the TAC when it is completed.

#### Agenda Item 8 – Emergency Exemptions

Craig Roberts, Commercial Vehicle Services Manager shared how the CFR revisions are sent out to everyone notifying of the open comment period. Last spring there was one sent out that was 390.23 which is about the relief from regulations for emergencies. Whether it was a national emergency like Covid or a regional emergency of earthquakes, wildfire, droughts etc. Federal government wanted to reduce the amount of time for local emergencies from 30 days down to 5. That wasn't received very well because by the time the application is approved the first 5 days have expired. The ruling came out about a month and a half ago, they moved it to 14 days instead of 5 which many agencies still didn't think that was enough and wanted it back to 30 days. One thing everyone agreed on was this relief from regulation is just going to be for hours of service before it was hour of service and equipment. Everyone agreed if the equipment didn't have proper headlights, tire etc. it shouldn't be moving freight anyways. The petition period ending on 11/12/23 for people to comment on the 14-day period. Once they review the petitions, they may decide to keep the 14 day for those regional type emergencies.

If there is another Stafford Act type event declared by the president, the WASHTO states came up with some weights they presented those to the AASHTO (American Association of State Highway Transportation Officials) as a group. If approved, then each state would sign off on it. The weight limit is 90,000 pounds it allows more weight on individual axels. It is 22,000 pounds on a single axle, 36,000 pounds on a tandem and 43,000 pounds on a tri-axle. Doesn't mean individual states couldn't allow more weight, but at least it gives minimum that the states that signed the agreement would allow. It is easier for the carriers to move in between the WASHTO States.

#### Agenda Item 9 – Combining Registration & Permits Update

Craig Roberts discussed the different limits on a federal highway if it is over 80,000 pounds, they need a permit. If it is on a state highway it is 105.5 pounds. If there was a consistent weight across all routes, it would be easier to do.

A few questions were asked "Does every state use CVIEW (Commercial Vehicle Information Exchange Window)?" Craig explained to be able to get federal funding you must be part of the core compliance. Part of that compliance is having CVIEW, there are still some states that are working on core compliance.

"Why do we continue to require paper a IFTA license?" Craig answered the IFTA program is run by the tax commission, but it is similar struggle we are having with the registration decals on license plates. It doesn't matter what sticker is on the plate it matters what is in the system. The truckers are now able to carry an electronic copy of IFTA license. Idaho Tax Commission representative said if you would like to get rid of the decals, then ITD would need to lobby IFTA and a ballot would need to be introduced and be passed by the jurisdictions. This has been talked about many times in the past and been voted down.

There is a growing trend nationally to figure out how we manage the electronic records. It is a slow transition and a lot of entities do not want to look at a computer screen to see if they are in compliance, they would like to look out the window to see if they have the sticker on the vehicle.

#### Agenda Item 10 – Joint FAC/TAC Meeting

Chairman Pocock propose trying to conduct the meetings on the same day and then both the groups having lunch together to see if there is common ground relative to future joint meetings.

#### Agenda Item 11 – Work Zone Safety

Jason Brinkman, District 3 Engineer Manager and Kevin Sablan, Traffic Operations Engineer joined the room for this topic. Dan McElhinney, Chief Deputy/Chief Operations Officer called Shoshone County Commissioner Tracy Cassidy from District 1 on the phone and she shared a personal story about a fatality accident that took place last summer on I90. She worked with the Sheriff's Department to get data on statistics of accidents in that area. There were over 64 calls between accidents and people calling in for wrong way drivers. She met with Dan McElhinney and Lori Wolf to discuss her concerns and possible solutions. The speed limit had been reduced and better signage was posted quickly.

There have been 600 accidents on average over the last five years in work zone or near work zones and many of those have been minor fender benders. In the last few years about 30 fatal or serious injury accidents on average per year. The engineers went back to see what they could do with two lane crossover lanes each direction has been posted to 55mph which is a reduction in speed, concrete barriers, additional lighting additional signage, and additional advance notice to drivers. There is an advanced sign package and changeable message sign package that ITD enhanced. ITD is working with ISP and AGC to focus on the crossing points to reduce accidents.

Jason highlighted what the engineers did recently after the accidents on I84 near Mountain Home. They did their forecasting and projections and anticipated flow to the lane reconstruction in each direction in the following spring without impact. Traffic is significantly outperforming the forecast around 20-25% year over year. I84 has Friday afternoon to evening eastbound peak and Sunday afternoon westbound peak. When the queues started to back up on a Sunday afternoon westbound, ITD immediately started adding devices and strategizing how to alert drivers to those conditions. The variable message signs were doubled and early lane alert to advise truck drivers the right lane will be closed so they had space to get over to the left lane.

This question was asked "On I15 near Blackfoot by the bridge by Ft. Hall area the lanes have been temporarily cut down to two. Do you have diagnostics as in terms of safety and what incidents happened along that stretch by going to two lanes?" Dan replied, "No I have not. I will follow up with District 5."

#### Agenda Item 12 – Open Discussion

Allen said at the ITA board meeting last month they asked him to change the existing state code 67-2902 and 2901 where their safety exemptions and the code is not from elected officials. Allen passed out the code for all to see, what is highlighted in red is what they want to strike. Allen is asking for a letter from the TAC supporting this in the upcoming session. From a mechanics standpoint it is perfectly fine for the board to make a motion to support legislation. When it comes to writing a letter of endorsement, we would need to have internal conversations with the ITD Board and Chairman Moad first. If advisory boards make an endorsement or do something with legislation the ITD Board needs to get involved and potentially the Governor's Office.

Chairman summed up the discussion as Allen brought this item up to the TAC and were all in agreement that there is a safety issue and that is as far as we can go at this point. Members went around in agreement Frank, Troy, Tim, and the Chairman all said yes, Dave and Kevin would like to study up on the towing aspect first, before saying yea or nay, but agree with the safety aspect. Code 67-2901B sub 1 and sub 2.

Next TAC meeting – Tuesday, February 27, 2024

12:18pm, Chairman Pocock adjourned the meeting.

## FOLLOW-UP ITEMS

- ITD receives notification when they post a notice of proposed rulemaking and open the comment period, we would be happy to notify the TAC that this has been published. Follow up with Matt Moore and Colby
- Allen Hodges agreed to add the use of CB radios in the ITA Newsletter.
- ITD will invite David Groff to the next TAC meeting. Another version on bicycle safety simulator will be ready for review and open for suggestions or edits at the next TAC meeting. Lisa will reach out to Jason to work on suggestions.
- Brian G. will work with Mollie and talk about how we can facilitate with the Governor's office. ITA and Farm Bureau
- Caleb Forrey, provide the results from the NWP truck parking study
- Chairman, as carriers can bring up in the annual safety meeting and let drivers know they can stop at the POE especially overnight, they have plenty of room.
- Craig, investigate making signs at the POE to let drivers know they can park there.
- Add Code 67-2901B sub 1 and sub 2 to the agenda for the next meeting

## Minutes Certification

Certified by John Pocock, Chairman of the Council

Signature: John Pocock\_\_\_\_\_Date: 01/19/2024\_\_\_\_\_