



## QUARTERLY MEETING OF THE TRUCKING ADVISORY COUNCIL

### Council Meeting Minutes

8th of May 2024 – C1 Broadway Conference Room/Teams

### ATTENDEES

- Board Members
  - John Pocock, *Chairman*
  - Frank Buell, *District 1*
  - Tim Christopherson, *District 2*
  - Tony Black, *District 3*
  - Kevin Iversen, *District 4*
  - Dave McNabb, *District 5*
  - Troy Thurgood, *District 6*
- Idaho Transportation Department Staff
  - Craig Roberts, *Commercial Motor Vehicle Services Manager*
  - Riley Teutsch, *Commercial Motor Vehicle Program Specialist*
  - Scott Stokes, *ITD Director*
  - Mollie McCarty, *Chief External Affairs Officer*
  - Colby Cameron, *Office of Governmental Affairs Manager*
  - Lisa McClellan, *DMV Administrator*
  - CJ Kendrick, *Motor Vehicle Manager*
  - Brian Goeke, *DMV Policy Manager*
  - Heather Fleck, *DMV Stakeholder Program Specialist*
  - Caleb Forrey, *Highways Development Manager (Teams)*
  - Tracy Younger, *Commercial Driver's License Program Specialist Technician*
  - Alan Buehrig, *Engineer Manager*
  - Jake Legler, *Engineer Technical II*
  - April Jordan, *POE Supervisor (Teams)*
  - Chad Jackson, *POE Supervisor (Teams)*
  - Philip Youngman, *POE Supervisor (Teams)*
  - Thomas Lewis, *POE Supervisor (Teams)*
- Other Attendees
  - Allen Hodges, *ITA Executive Director*
  - Shawn Keough, *ALC Executive Director (Teams)*
  - Leo Hughes, *Great Western Casualty*
  - Justin Thueson, *Great Western Casualty*

- Ashly Eickmeier, *Tyler Technologies*
- Jeff Walker, *Tyler Technologies*
- Billie Pierson, *Idaho Tax Commission (Teams)*
- Shawn Staley, *Idaho State Police (Teams)*

## 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 – Approval of Prior Meeting Minutes**

Member Iverson motioned to approve the meeting minutes from the November 15, 2023 meeting and Member Thurgood second the motion. Motion was approved by all members.

### **Agenda Item 3 – Approved Permit Rules**

39.03.01 Idaho Administrative Rules for Special Permits Update. As of March 22, 2024, new regulations are in effect, consolidating eight previous rules into one. Key changes include definitions, overall length and width and clarification regarding heavy commuter traffic areas. The updated rules are available online at [permits4idaho.com](https://permits4idaho.com).

### **Agenda Item 4 – Website Divisible/Non-Divisible Calculator Improvements**

Alan Buehrig from ITD's Bridge section presented the Truck Pre-Trip Weight Check Tool, focusing on simplifying the specialized permit process for users. Idaho manages 4,257 bridges, with ITD ensuring their safety. ITD has integrated 3,274 bridges into the AASHTOWare BrB software for load rating, costing millions. Since 2021, ITD's automated permit system processes about 450 single-trip over-legal permits weekly, analyzing 27,000 bridges per week. ITD also recently acquired a third Under Bridge Inspection Truck (UBIT). Currently, users seeking permits face a complex process involving various tables and calculators on the Idaho trucking website. Challenges include determining legal routes and applying federal formulas. Buehrig proposes new software tools to streamline this process, allowing users to input basic variables (axle spacing, weight, length, etc.) to quickly determine legal routes and necessary permits. Some bridges in Idaho might not support the capacity of certain trucks. When questioned about the complexity of Idaho's bridge routes compared to neighboring states, it was explained that federal regulations on off-tracking (curves) limit truck weight in Idaho, whereas other states impose trailer length limits. Trucks with sliding tongues can adjust for length in those states but may still be heavy. Additionally, many Idaho roadways are being improved and updated in the system for route use.

### **Agenda Item 5 – Wrecker/Towing Fees**

The trucking industry has raised concerns about excessive towing charges and sought insights from Great West Casualty, particularly about Idaho's situation compared to other states. The Idaho Transportation Department (ITD) has worked with stakeholders, including law enforcement, tow companies, lenders, and recyclers, to update legislation on abandoned vehicles. Despite consensus on five out of ten contentious points, late opposition from tow companies stalled legislative progress this year. Discussions continue about having other stakeholders propose the bill next year.

ITD plans to enhance its role by developing a portal for tracking vehicle processes and publishing towing rates. The current process for handling abandoned vehicles varies based on the vehicle's appraised value, with different responsibilities for law enforcement and tow companies. Proposed legislative changes aim to streamline the notification process, managed by ITD, to reduce paperwork. Tow companies currently

have significant freedom in setting fees, leading to varied charges such as hookup fees, towing fees, storage rates, cleanup fees, and flagger fees. Great West Casualty has noted a substantial increase in these charges over the years, with Idaho performing better than other states but still facing issues. Specific concerns include administrative fees, high fuel charges, headset usage fees, and fuel disposal fees. Additionally, there are problems with companies exploiting rotation lists and manipulating lien sales under the abandoned vehicle process. The proposed changes aim to address these issues and establish a clear legal framework for managing abandoned vehicles and towing charges.

#### **Agenda Item 6 – Drug and Alcohol Clearinghouse**

The DACH system, established in 2020, provides real-time information on drug and alcohol violations of CDL and learner's permit holders to employers, the FMCSA, SDLAs, and state law enforcement, ensuring drivers complete necessary evaluations and treatments before resuming commercial driving to enhance highway safety. Transitioning to DACH II on November 18, 2024, requires states to have legislative authority to change a driver's status. Idaho will gain this authority on July 1, 2024, under IC 49-322(5). As of April 10, 2024, Idaho has identified 939 drivers who haven't completed the return-to-duty process, with about 60% likely no longer holding a CDL. Employers must check the Clearinghouse when hiring and annually and prohibited drivers cannot engage in safety-sensitive activities. DACH II adds legislative authority but does not change Clearinghouse status, only updating state CDL status if applicable. Violation records remain in the Clearinghouse for five years or until resolved. Drivers can view their records, consent to employers accessing their violation details, and identify a substance abuse professional (SAP) for return-to-duty activities. The National Registry of Certified Examiners, created by the FMCSA in 2012, requires doctors conducting DOT medicals to be registered. Due to security concerns, multi-factor authentication was implemented. As of February 2024, about 20 Idaho drivers used non-registered doctors for DOT medicals and must correct this within 45 days or face downgrading. Drivers should verify their doctor's registration at the FMCSA National Registry using their zip code. A red X indicates the doctor is not registered with FMCSA.

#### **Agenda Item 7 – Driver Record's Dashboard Demo**

Tyler Technologies developed the Driver's Record Dashboard to help companies monitor their drivers' statuses. This subscription-based service allows employers to check if their drivers have a valid license, medical certification on file, and no tickets. Employers receive alerts if any changes occur in a driver's record, with notifications sent twice a month. The dashboard updates nightly, showing medical certification and license expiration dates. Employers can add or remove drivers, group them, and track changes in their records. The system pulls a driver's record if there are changes in operator status, CDL status, license expiration, medical certification, or new convictions/suspensions. The dashboard also features a 24-month receipt history and tracks user activity on the site. Tyler Technologies provided an online demo of the application.

#### **Agenda Item 8 – 2024 Legislative Changes**

The 67th Idaho legislative session ended after a significant turnover from the 2022 election, which saw 53 out of 105 members replaced and 45 new members. The inexperience of new members led to a slow start and a backlog of bills in 2024. A major shift in the budget process extended the session by 3.5 weeks, costing a House member a high leadership position. ITD secured funding for 53 new full-time positions and advanced legislative initiatives, including extending CDL renewals to 8 years and implementing House Bill 688 on license plate readers. A significant legislative change, effective July 1, 2025, will prohibit local jurisdictions from fining truck drivers for idling. The session also addressed city-specific truck restrictions, with further review expected next session. An Electric Vehicles bill was deferred for further development, and ITD plans to clarify temporary permit regulations to prevent non-compliance.

### **Agenda Item 9 – Registration Innovations**

A Memorandum of Agreement (MOA) was signed by several service providers and carriers for a 3-month pilot program to improve commercial truck registration processing efficiency. The program enables hourly transaction processing, including payments and credential issuance. So far, 77 priority carriers (112 vehicles) have been processed, with transactions submitted via email or the registration system processed within an hour. After the pilot, the program will expand to more carriers and service providers, aiming for at least 150 transactions or vehicles. The pilot has renewed the team's focus on streamlining processes, with a comprehensive business analysis identifying immediate improvements. Currently, four service providers and two carriers participate, with the program also supporting same-day appointments, phone processing, and video consultations. Information about these services is being included in renewal packets to inform customers.

### **Agenda Item 10 – TAC Policy**

The ITD Advisory Committee has been working for several years to enhance the experience of advisory groups, with increased involvement from the executive team, including Director Stokes and four other members. This engagement aims to ensure that feedback from advisory groups is effectively communicated and acted upon. External outreach is a key focus area, highlighting the importance of partnerships. The committee is also updating policies for advisory groups. These updates will clarify the purpose of the advisory group, emphasizing the value of industry knowledge and experience in providing recommendations for decision-making. Coordination with the executive branch, including annual expectations from the governor's office, will also be included in the updated policies. Membership consistency is another focus, with council members approved by the ITD transportation board and a standardized process for electing the chairman. Currently, ITD has seven active committees, and there is an interest in receiving discussion topics from ITD executives for future meetings.

### **Agenda Item 10 – Next TAC Meeting**

September 17<sup>th</sup>, 2024

12:25pm, Chairman Pocock adjourned the meeting.

## **FOLLOW-UP ITEMS**

- Add Wrecker/Towing Fees to next agenda, invite Lenders Association, Dealers Association and ITA
- Add TAC Policy to next agenda
- Missing Mile Markers, are they going to replace those, Craig Roberts will follow up with signage team.- Sent email to members on 05/21/24
- Would like ITD bring items to the agenda to be discussed, executive team, such as Leading Idaho program need to make sure adequate representation from the trucking community.
- Contact the 939 driver's that currently prohibited to return to duty and let them know what they need to do to have a non-prohibited status. Tracy Younger assigned by Lisa.

## **Minutes Certification**

Certified by John Pocock, Chairman of the Council

Signature: \_\_\_\_\_ Date: \_\_\_\_\_