

Group Memory  
CTPAC  
Anaheim, California  
September 8, 2005

**Next Meeting dates**

**Annual Meeting in Anaheim on Sept 8.**

**January 26, 2006 in San Bernardino**

**April 27, 2006 in Sacramento**

**July 26, 2006 in San Bernardino**

**October 26, 2006 in Sacramento**

**Desired outcome for next SC meeting:**

**Move the program forward.**

**Prioritize proposals**

**Agreement on decision making process when we need to make controversial decisions.**

**Bin List & Great Ideas**

1. Need to discuss representation on the steering committee – many “visitors” show up every time, some members are absent ...Need a process to identify membership. (Steve, November 2003)

**Group Decisions**

*All decisions made will be double underlined in the body of the notes below.*

1. (Date)

**Document Register**

1

**Upshot**

These are the assignments made at the meeting. As new ones are added they will be appended to the list. As assignments are completed they will be lined out with a ~~strike through~~, but left on the list until the next meeting. This will provide a running record of assignments made at these meetings.

From April 19, 2004

44	<del>Hector</del> –	Work with Aaron to get his back on track (added July 13,	<del>May 15</del>
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	Mary F –	2005) <i>Variance Loads: Vehicle inspection &amp; Permit Request Procedure: Develop the idea discussed today by the group (see discussion outline # 17)</i>	<del>Aug 20, 2004</del> <del>11/17/04</del> April mtg July mtg Aug 5, 2005
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From July 13, 2004

50	Vaughn	convene the Dual Lane Loading workgroup to get clear direction for CT (see discussion outline # 5)	9/13 12/15/04 April mtg July mtg Hold
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From April 13, 2004 meeting

73	Eric	Send out letters to people on the roster ensuring they have been notified about meetings, and ensuring they are attending if they can, and are interested; or that they will send an alternate. (see discussion notes outline # . Include the League of Cities and CSAC. (see discussion notes outline # 3 & 15)	4/29/05
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From July, 2005 meeting

76	Anthony	Send methodology to Bob S and Vaughn and Chris Bragg (see discussion notes outline # 5)	7/18/05
77	Mary	send out the draft policy statement on Dual Lane loading to Eric and Vaughn. (see discussion notes outline # 7)	8/1/05
78	Mary	write up a draft Transportation Permits memorandum to modify the permit manual and submit to Kris Balaji for approval. (see discussion notes outline # 8)	8/1/05
79	Mary	Have Aaron draft a response to the Tridem Mixed	8/15/05

		Suspension to industry. (see discussion notes outline # 9)	
80	Mike V	Suggest changes to the extra legal load permit policy guidelines discussed at the July meeting. Send to Mary F.	8/15/05
81	Mary	Fixed Loads WG – Brief Kris on this and let him know work group is waiting for response.	8/15/05`
82	Mary	let Aaron know that he needs to be at the meeting in September to discuss Chapter 3. (see discussion notes outline # 13)	8/1/05
83	Bob S	Set up a work group meeting between now and Sept on the Chapter 3 – show progress at truck show. (see discussion notes outline # `	8/15/05
84	Mary	Facilitate a response to the increased overall length of mobile homes.	Sept 8 meeting.
85	Mary	Facilitate answer to “Increase the ten foot axle spacing limit to ten feet six on combination trailers”	Sept 8 meeting.
86	Bob S	Convene a work group meeting to deal with the compliance program. (see upshot # 86)	

87	Mary	Coordinate a meeting with Industry and Bill Saunders and vendor to get industry input. In TPMS. (see discussion notes outline # 10.4)	9/23/05
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**Critique from Sept. meeting:**

What went well	What Needs Improvement
Exciting day – good dialog. Moved along. Good to see the Pool issues get discussed	Need to get more involvement in the committees. Need to introduce ourselves. Take a break.

**Critique from July 2005 meeting:**

What went well	What Needs Improvement
Ended early	Meeting in San Diego... Need more information back from CT so we don't have such short meetings... Would like to have roster of steering committee

1. Ground rules:
  1. 1. Begin and end on time
  1. 2. No side conversation
  1. 3. Pagers and cell phones to stun.
  1. 4. Raise your hand when you want to talk;
  1. 5. Speak up; silence is consent.

Caltrans Transportation Permits Advisory Council (CT PAC)

Purpose:

The purpose of the Caltrans Transporter Permit Advisory Council (CTPAC) is to provide a forum for government and industry viewpoints on State transportation permitting policies and procedures. Both Caltrans and industry believe that this is an effective way of understanding and improving the permit process. CTPAC representatives use council and steering committee meetings to update their members on changes and help resolve permit related issues.

Times are suggested. Actual time will vary depending on the discussion. Meeting will end on time.

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2. Highway Watch
  2. 1. Homeland security program – Training program is included in the package. Completion of the training and application package results in issuance of a unique ID number for the individual.

2. 2. Highway Watch Center is tied into governmental central information point – it will be shared with other safety and law enforcement agencies. Reporting phone number is available for twenty-four hour use.
2. 3. No cost for the program. CHP is providing assistance in training.
2. 4. Baysul Parker – 209-548-9158, cell 209-484-4694; e mail [bparker@trucking.org](mailto:bparker@trucking.org)
3. Crane Group /Mike Vlaming
  3. 1. By OCT 26 meeting, we will have the issue resolved and in the manual. Only thing left to be done is work out the details.
4. Annuals / Matt Klenske
  4. 1. Policy to allow annual permits to be copied – reproduced. Working on the revenue issue. Awaiting CT response.
  4. 2. Waiting for approval on issue – to allow a copy top be put in one or more trucks.
  4. 3. 7, 8 and 9 axel vehicles – Only a few structures throughout the state with restriction. Working on a green weight list – Once we have this we can work with regional truckers and develop a pilot 7,8 and 9 axel pilot program. We are looking for people to participate in Northern California districts.
5. Dual Lane Loading / Vaughn Goodfellow
  5. 1. Current policy – 14 foot wide carrying vehicle generates 150%, dual lane generates 200%. We are trying to get tiered categories for fee – more increments. Working on width between various dollies. Hope to be putting this into policy by the end of the year.
6. Tridem Issue / Vaughn Goodfellow
  6. 1. We have approval for intermediate weights – CT will be putting the policy into effect after work group agrees with the language. Hope to get this into place by October 26 or so.
  6. 2. Would like to go forward on single trip faxed-n applications.
  6. 3. Doug Murray is involved in Tridem group with mixed suspension. Question has always been “Should mixed suspension be allowed?” Waiting for test data to come back. Hoping to be able to use mixed suspension. This includes fixed loads as well. The policy will apply to both. If we find out that we can use mixed suspension, we should be amending the policy to say mixed suspension should be allowed, given that we meet certain requirements. Caltrans can share the data from the tests once they are complete. The work group needs the information as they develop the proposal.
7. Variance/ Vaughn Goodfellow
  7. 1. Variance group has met with a lot of success – corrected the problems we had from 2000 re-write – eliminated the 17 foot high and 250,000 pound limit. May still be requirement for CHP escort, but in some situations it may not be required if you cannot stay on your own side of the road. Dependent on the route and case-by-case basis.

7. 2. Work group still striving to open width restrictions from 16 foot to 18 foot width on multiple lane freeways – three or more lanes in one direction on yellow routes. We are still working toward that goal.
8. Fixed Loads Greg Dineen
  8. 1. Requested max chart weight for fixed loads. CT has said this would not be allowed. Addendum to allow max. green weight if in green class, and same for purple – this is still under review by CT.
9. Status of Development of Transportation Permits Manual – Chapter 3 / Bob Shepard
  9. 1. CT has stated that the permit manual as we know it would be required to be put into California Administrative Code.
  9. 2. We are working on putting it in the code after it is updated. Chapter 3 is being worked on. This includes weights, and inspection of vehicles.
  9. 3. CT is looking to develop a paper on definitions to get language that is used by CT and represents industry equipment.
10. TPMS update
  10. 1. Detailed workplan has been requested from vendor.
  10. 2. Based on what had been said a year ago, the beta test would be done last February. There are big problems with the connection between versions of the operating system required for STARS and TPMS. We would like to see a version that includes the STARS data and does not penalize the people not using XP.
  10. 3. Need to work more closely with industry on this. Any issues are people issues, not technical/technology issues.
  10. 4. Outcome:
    10. 4. 1. There needs to be a focus meeting on the TPMS issue and getting industry input. Need a meeting ASAP. Mary will work with Bill Saunders to coordinate this meeting. (see upshot # 87)
11. Statement from Floor – Compliance
  11. 1. As we manage growth, diminishing returns are built into the program – Permits are written with errors in them; then we get written up for the “violation.” ... (Is it a flat bed or is it a tractor trailer, for example... ) Based on Chapter 7 compliance, we are likely going to get different answers to the same situation because of different law enforcement agencies involved...Could be Fish and Game or could be CHP
  11. 2. Compliance work group is being formed that will be working on this issue and will be asking for consideration of history and accident record.
12. Communication between Construction and Permit writers
  12. 1. We get bogus information – closures where there are none, for example. Or freeway closures in the middle of the day that are not really happening.

12. 2. Need better communication between construction and permit writers. Caltrans now working on this. Construction should be reporting closures fifteen days in advance. Information not always good. This is an ongoing problem which affects all of us – including internal Caltrans operations.
12. 3. Need standard informant that all can understand and rely upon.
13. Goods movement Program
  13. 1. Superloads – can't get there anymore. Need to maintain corridors for hauling these loads.
  13. 2. BT&H is currently responsible for this.