

**California Transportation Permits Advisory Council (CTPAC)
Steering Committee Meeting**

**Thursday, January 16, 2020
12:00 pm to 2:00 pm**

**Port of Long Beach (POLB) Maintenance Division
(Ground Floor Conference Room)
725 Harbor Plaza
Long Beach, CA 90802**

Meeting Summary

Item #1 – POLB & Carlo Luzzi

Carlo Luzzi, from Port of Long Beach (POLB), welcomed all attendees to the meeting. Carlo introduced the ongoing projects at the Port of Long Beach and discussed a feasible solution to the construction restrictions in the Port caused by 9th street closure, which was closed since March 2019. Carlo also showed the port plan on an expansion project on the Anaheim Way and Farragut Avenue to ease the construction restrictions. The Anaheim Way and Farragut Avenue will be expanded and widened to accommodate the oversized trucks. Carlo is seeking inputs from CTPAC membership on the proposed routing and will finalize the studies to submit for the approval from POLB management. If everything goes as planned, the Anaheim project will be implemented soon and expected to complete before the permanent closure of 9th Street.

Item #2 – Welcome

CTPAC chairperson Eric Sauer, Senior Vice President Governmental Affairs with the California Trucking Association (CTA), welcomed attendees to the meeting. Eric expressed thanks to Carlo and the POLB for the meeting location and the updates on 9th street closure. Eric also expressed his appreciation to California Department of Transportation (Caltrans) and California Highway Patrol (CHP) representatives who participated in the CTPAC meetings. Attendees do self-introductions.

Item #3 – Caltrans Updates – and POLB Appreciation

Kien Le, Chief of Caltrans' Office of Commercial Vehicle Operations, thanked POLB for providing the lunch and the location of the meeting. Kien stated that Caltrans was going through a lot of changes and has a new executive management team in place. Some permit writers are planning to retire within the next few months and the office is actively recruiting for new staff to replace them. It will take time for the new permit writers to come up to speed. Kien recognized the importance of getting timely permits for the trucking industry and asked the industry to be patient during the learning process of new permit writers. The Permit Office will continue to provide quality of services to the public.

Kien reported that for the past year, 72% of STARS single trip permits were processed within the two-hour performance target and 95% of annual permits submitted last year was processed within fifteen-day from the date of submittal, which exceed the 90% performance target.

Kien also provided the updates on Senate Bill No. 210 (SB 210) Heavy-Duty Vehicle Inspection and Maintenance Program and explained Caltrans' role in the program. The implementation of this program is

led by the California Air Resources Board (CARB), and Caltrans is supporting CARB by providing access to some facilities including the weight stations to assist the implementation of the SB 210.

Item #4 – Public Comments

No comments.

Item #5 – Action Item Review

Listed below.

Item #6 – Workgroup Updates

a) Crane Group – Michael Vlaming

Michael Vlaming stated that he would provide updates at the next meeting.

b) Annuals – Tim McVay

No updates

c) Fixed Loads/Tow Trucks

No updates

d) Variance

No updates.

e) Overweight Corridor

No new issue.

At the last CTPAC meeting, Greg Sandor stated that he is seeking help from Caltrans for a permit to haul his specialized vehicle combination under the Route 47/110 interchange, which is part of the POLB overweight corridor. Kien stated that he is open to discussion on the issue and ask Greg to follow up with information to Ai Tran and his Caltrans' Permit Policy team. However, Greg Sandor was not present at this meeting to provide additional information.

Item #7 – Vehicle Inspection Program

Ai Tran, Permit Policy Branch Chief, announced that, effective immediately, virtual inspections (VI) will be utilized in the Permit Program. Field inspections will not be conducted in the near future. The Permit Program has developed seven vehicle inspection report formats to accommodate various vehicles, including crane, heavy haul, self-propelled vehicle, tow truck, tractor, trailer-mounted fixed load, and heavy haul dual lane. Whenever the inspection report is requested, Caltrans staff will provide the appropriate inspection report via email to the customer to fill out. Completed vehicle inspection information, which includes all the required documents, will then to be sent back electronically for Caltrans reviewer's approval. Once it is approved, the reviewer will issue a signed inspection report. Ai encouraged customers to contact Caltrans staff for any questions regarding vehicle inspection report program.

Kien recognized the past vehicle inspection program was not as efficient, and he was looking forward to the implementation of the virtual inspection program to streamline the process. The VI is also intended to improve the turnaround time of inspection reports. Kien asked if CTPAC is willing to try out the new VI process and its members can be willing to provide certified scale weights as part of the vehicle information submittal. Lt. Robert Nance, CHP, mentioned that CHP certified weight scale is acceptable as well.

CTPAC members supported the new process and stated that they have no problem with providing the vehicle information as well as certified scale weights.

Item #8 – Roundabouts on State Highways System (SHS)

Ranjeet Bagha, from Caltrans' roundabout design team, was invited to the CTPAC meeting to provide updates on the roundabout design guidance on state highways in the Caltrans Highway Design Manual. Ranjeet distributed some handouts on vehicle templates to cover likely 80% of permitted trucks. Additionally, he requested that CTPAC members can send him comments or suggestions for any other vehicle combination templates: Ranjeet.Bagha@dot.ca.gov.

The roundabouts will impact the permit vehicles mostly due to their long KPRA and trailer length limits. Since the roundabouts allow movement in only one direction, permit vehicles with long length will be restricted when making left hand turns. These are issues that a roundabout design may be able to accommodate if the design team is aware of the OSOW trucks that use the route. Design teams can input truck dimensions into design software to determine if the roundabout design can accommodate a truck and its trailer's path.

Kien mentioned that the Permit Office have treated some roundabouts similarly to roadway restrictions in the past, thus, trucks with lengths longer than those design for the roundabouts', may not be able to travel on certain routes. An alternative route or bypass would then be utilized. However, as more roundabouts are being installed, the design team will need to reach out to the OSOW trucking industry via Kien's Office of Commercial Vehicle Operations to accommodate their needs. Kien asked the CTPAC members to provide feedbacks on the critical routes that used most frequently by the haulers and he will share the information with roundabout design teams.

Item #9 – Minimum Hauling Legal Power Units for wide loads

Ai Tran stated that the replies to Frequently Asked Questions #15 (Manufactured housing maximum length/width) and #16 (Any other requirements for width loads) on the transportation permits (oversize/overweight vehicles) website has been updated. Manufactured housing of 12' wide or less requires a tractor weighing 6,500+ pounds, and manufactured housing wider than 12' requires a tractor weighing 9,500+ pounds. Similarly, loads up to 12' wide require legal power units with curb weight of 6,500+ pounds and loads wider than 12' require legal power units with curb weight of 9,500+ pounds.

Item #10 – SCCA Concrete Pump Truck on various red routes in southern CA

Southern California Contractors Association (SCCA) requested information for the proposal asking for relief for the concrete pump truck from the single-trip permit requirement on Red Routes within downtown Los Angeles (LA). The concrete pump trucks are legal width, height, but not legal weight.

Ai Tran stated that he has reached out to District 7 regarding the possibility of changing red routes within downtown LA. However, District 7 is maintaining the same restrictions within the area due to the high traffic volumes and operational impacts. Suzanne, Doug and Caltrans proposed an alternative route using Route 10 and 60 and Summer Silveira of Caltrans' Structures Maintenance and Investigation (SM&I) will follow up with SCCA to examine the alternative approach to verify if the structures within the area could handle the weight.

Item #11 – Scale Weight for 800K pounds or more variance loads

Summer Silveira, from SM&I, stated that variance loads with gross scale weight 800K pounds or more have a significant impact on the bridges, especially for long spans. As a result, these variance loads will continue to be required to provide certified axle weights prior to getting approval from SM&I.

Item #12 – I-405 Construction Project in Orange County

Kien provided the updates on the impacts to the OSOW transportation within the thirteen miles segment of I-405 Orange County Transportation Authority (OCTA) construction project. A significant number of I-405 southbound and northbound on/off ramps have been closed since September 2019 and will continue to be closed for the next few years. Representatives from Heavy Transport complained that due to the restrictions, they were unable to move loads from one ramp to the next ramp inside the I-405 construction zone. Eric is willing to facilitate a meeting between OCTA and the OSOW group to discuss the on/off ramp access issues.

Item #13 – Next Meeting

The next CTPAC meeting will be in northern California at the California Trucking Association building. Tentative date is May 14, 2020.

Item #14 – Adjourn Meeting

The meeting was adjourned by Eric Sauer.

CTPAC Action Items

No.	CTPAC Meeting	Item	Due Date	Status/Notes
1	6/11/2015	All members to review the membership list and send updates to Eric S.	9/20/18	<p>On-going - Eric to finalize the list.</p> <p><u>2/18/16</u>: Eric S. will update the membership list. Attendees will provide current contact information to Eric S. before leaving meeting.</p> <p><u>6/9/16</u>: Eric S. is working on the list.</p> <p><u>11/3/16</u>: Members to send updates to Eric S.</p> <p><u>3/2/17</u>: Eric S. will take business cards, so he can update list.</p> <p><u>6/15/17</u>: Eric S. will work on the list.</p> <p><u>10/18/17</u>: Eric S. will cleanup list and send to Caltrans.</p> <p><u>2/15/18</u>: Ongoing item. Remove Darren and add Summer.</p> <p><u>9/20/18</u>: send to Eric and he will update.</p> <p><u>01/16/20</u>: Eric asked members to review the membership list and provide feedbacks.</p>
2	10/27/2015	Allowable axle loads on boom dollies should be referred to work group to be examined.	9/20/18	<p><u>2/18/16</u>: Greg D. requested to postpone this discussion until the next meeting.</p> <p><u>6/9/16</u>: Greg D. will wait to discuss at the interim meeting.</p> <p><u>11/3/16</u>: Greg D. was not present at the meeting.</p> <p><u>3/2/17</u>: Table this item until the next meeting.</p> <p><u>6/15/17</u>: Michael Vlaming will examine.</p> <p><u>10/18/17</u>: Michael Vlaming was not present at meeting.</p> <p><u>2/15/18</u>: Michael Vlaming defers to next meeting.</p> <p><u>9/20/18</u>: Proposal not given. Mike and John Bray to work on proposal.</p> <p><u>01/16/20</u>: Michael Vlaming was not present at the meeting.</p>

No.	CTPAC Meeting	Item	Due Date	Status/Notes
3	2/18/2016	Roundabout presentation - create advisory committee of CTPAC representatives (Leon F., Tim M., Lorin S., Curt W.)	9/20/18	<p><u>6/9/16</u>: CTPAC representatives have not been contacted.</p> <p><u>11/3/16</u>: Lorin S. will lead the group.</p> <p><u>3/2/17</u>: Establish workgroup for roundabouts and Lorin S. will lead this group.</p> <p><u>6/15/17</u>: Lorin S. is waiting for someone to contact him. Kien Le will share map.</p> <p><u>10/5/17</u>: Caltrans shared a map and list of roundabout locations via email.</p> <p><u>2/15/18</u>: Contact Eric S. of planning.</p> <p><u>9/20/18</u>: coordinate with Caltrans. Locations given.</p> <p><u>9/12/2019</u>: Roundabout Designers could not attend the meeting.</p> <p>Caltrans shares a list of roundabouts including the ones that are being constructed and proposed as on November 2017.</p> <p>Industry will provide a preferred route list to Caltrans' Roundabout Designers to evaluate.</p> <p><u>01/16/20</u>: Kien asked the committee to provide the most critical routes used. So Kien can share the information with roundabouts design teams.</p>
4	12/14/2018	Southern California Contractors Association (SCCA) requested information for the proposal asking for relief for the concrete pump truck from the single-trip permit requirement on Red Routes within downtown Los Angeles. The concrete pump trucks are legal width, height, but weight.	4/22/2019	<p><u>4/22/2019</u>: Caltrans will review further and provide response to requestor.</p> <p><u>9/12/2019</u>: Caltrans denied the proposal (concrete pump truck, legal sizes but weight) due to restrictions of structures' weight ratings on Route 1, 10, and 110 and construction activities on Route 5, 101 on the Red Routes within downtown Los Angeles.</p>

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				<p>SCCA will follow up Caltrans regarding possible segments without project construction on Route 5 and 101 to be considered.</p> <p><u>01/16/20</u>: Ai Tran reached out to the District 7 and the District 7 declined to change the red routes due to various reasons. Caltrans proposed an alternative route by using the Route 10 and 1. Summer S. will check if alternative approach is feasible and follow up with SCCA.</p>
5	4/22/2019	Annual electronic copy of truck permit to replace hardcopy permit		<p>Being considered</p> <p><u>01/16/20</u>: Kien stated that there are no reasons that annual electronic copy of truck permit should replace hardcopy permit given the frequency of usage. Kien fully supported the electronic copy of the single trip permit, but not annual permit. The haulers should always keep the permit in possession.</p>
6	9/12/2019	Pilot Car Maps posted on Caltrans' Website	9/12/2019	<p><u>9/12/2019</u>: Single-Trip Pilot Car Maps were updated and posted on Website. Annual Pilot Car Maps will be updated and mail to annual customers.</p> <p><u>01/16/20</u>: All the documents posted on the Caltrans' website must be ADA compliant and it takes a tremendous amount of time. As a result, annual pilot car maps will not be posted on the website. Caltrans will send out the annual pilot car maps upon request.</p>
7	9/12/2019	<p>Framed Load Bed Permit Issue from Oversize Transfer Trucking Inc.</p> <p>Greg Sanden emailed regarding permit for framed</p>	<p>9/12/2019</p> <p>10/22/2019</p>	<p><u>9/22/2019</u>: Greg Sanden will contact Caltrans' Permit Office to resolve the issue.</p> <p>The sizes of the loads are widely various – Will look into details.</p>

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		load bed container that typical sits at 4' high on framed flat rack to travel in the LA/LB Heavy Corridor.		Single trip permits might be issued. <u>01/16/20</u> : Greg Sanden was not present at the meeting.