

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

**Wednesday October 6, 2021
10:00 AM to 12:00 PM**

POLB HQ Conf. Room

Meeting Summary

Item #1 – Welcome, Purpose, Agenda Review & Introductions

CTPAC chairperson Eric Sauer, Senior Vice President Governmental Affairs with the California Trucking Association (CTA), welcomed attendees to the first in person meeting since COVID prevented physical meetings. Eric expressed his appreciation to everyone for participating virtually in the interim, including the trucking industry, the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP) representatives who participated in the virtual meetings. He emphasized the importance of active participation in the CTPAC forum and encouraged members to utilize this platform for maximum benefits. Eric acknowledged the passing of John Bray and Bobby Weyers and asked for a moment of silence in observation of their passing.

Item #2 – Caltrans Updates

Thomas Schriber, Chief of Caltrans' Office of Commercial Vehicle Operations (CVO), expressed his appreciation to all for attending virtual meetings since COVID prevented in person meetings.

Pilot began in January for electronic accompaniments for Annual Transportation Permits. It's proposed to make that permanent. A draft TPPM has been prepared for review. Caltrans currently has an information technology effort working on an electronic permit option for annual, repetitive, and sea container permits that will be available for customers with debtor accounts. Per CHP Bulletins, CHP can accept electronic permits and electronic accompaniments.

<https://dot.ca.gov/programs/traffic-operations/transportation-permits/forms>

Special Agricultural Permits allow up to 88,000 pounds for perishable agricultural products. Fleet permit, valid for multiple vehicles. Only valid on state highways, not on local roads or Interstates. There are over 300 restricted bridges. Those bridges can't be used. Permits were valid through August 31. Starting in September, permits can be issued for 60 days and expire no later than December 31.

Caltrans is considering closing the public counter in the permits office. Thomas asked industry if there is a need for public counter. During the question and answer portion of Thomas' presentation,

Q1: Eric Sauer, CTA. How can industry help during the implementation of electronic permits?

Q2: Eric Sauer, CTA. Regarding closing the public counter, when Caltrans Permits North and South Regions consolidated, CTA helped by acting as industry liaison. How may CTA

assist with this transition? Is there a customer log which CTA may use to reach out to industry?

Q3: Wes Mollno, WCS Permits. As long as the current system for permit issuance is in place, WCS would like for Caltrans to maintain a public counter. Once Caltrans transitions to electronic permits, there will no longer be a need for the public counter.

Item #3 – CHP Updates

Captain Arnold Hardy. CHP Commercial Vehicle Section (CVS). Captain Hardy introduced himself and encouraged those in attendance at CTPAC to attend tomorrow's Commercial Vehicle Safety Summit (CVSS) sponsored by CTA. Captain Hardy expressed thanks to Eric and CTA for their partnership with CHP and for sponsoring the CVSS.

Captain Hardy stated that CHP understands the extent of COVID impacts to industry, and, is working closely with CTA to address and mitigate those impacts. Industry patience is greatly appreciated by CHP. Captain Hardy noted that the supply of drivers will come back in time.

Sergeant Dave Kelly. CHP CVS. Sergeant Kelly advised those in attendance that CHP is working closely with industry and Caltrans to implement electronic carry and display. If a customer is issued an electronic copy of a transportation permit and accompaniments, they must follow all permit terms and conditions and have electronic copies of the required documents on their electronic device and available to the driver or face citation.

Regarding the Special Ag Permit, there has been driver confusion regarding applicable jurisdictions for the Caltrans permit. Only valid on state highways, not on local roads or Interstates. CHP is diligent in enforcement of the Special Agricultural Permits issued for travel on the State Highway System (SHS).

Sergeant Kelly advised those in attendance that, to obtain CVSS info, Search "CHP COMMERCIAL VEHICLE SECTION CVSS". Eric Sauer commented, encouraging all to attend CVSS. CT Permits will present the proposed policy regarding electronic permitting. Eric also thanked industry for CVSS sponsorship.

Item #4 – Port of Long Beach Updates

Truck drivers can receive alerts about adverse traffic conditions within the Port of Long Beach via the new "Truck Alert" system. Text the keyword TruckAlert (not case sensitive) to 79516 to subscribe for notifications about road closures, crashes and other conditions at the Port, along with a suggested detour.

In 2017, the Port of Long Beach and Port of Los Angeles adopted the Clean Air Action Plan (CAAP) Update. This first phase of the Clean Trucks Program Update requires any new truck registered in the Port Drayage Trucks Registry (PDTR) after Oct. 1, 2018, to be model year 2014 or newer. For more information: Polb.com/cleantrucks

The Ninth Street At Grade Crossing and Heavy Haul Route Study Update. In March 2019, the Ninth Street at grade railroad crossing was closed to through truck traffic. Access to this segment is restricted to Port approved permit access only. The existing Oversized Route (non-CHP) Pier A Way to Henry Ford Ave. size restrictions are 22' high and/or 220' long or 17' wide x 120' long. The Heavy Haul Route Improvement Project will allow 300'

long, 20' wide oversize loads to transit the Ninth Street at grade crossing. The Project is essential to provide transport options for Oversize/Overweight (OS/OW) loads.

Port of Long Beach (Carlo) asked members to provide support letters regarding the expansion project on Anaheim Way and Farragut Avenue.

Please address support letters to

Mario Cordero
Port Executive Director
Port of Long Beach
Attn: Carlo Luzzi
415 West Ocean Blvd.
Long Beach CA 90802

Item #5 – Roundabouts on SHS (per Leon Franks)

Brian Frazer, Caltrans Design Roundabouts gave a presentation. General Characteristics - Yield on entry, raised central island, raised spitter island. These vertical features provide visual break/cue to notify driver of roundabout during approach. Accommodations for OS/OW vehicles could include rolled curbs, tapers. Caltrans Highway Design Manual (HDM) to include CALTRANS OS/OW HEAVY HAUL design vehicle.

Single lane entry (preferred) 90% reduction in fatalities with single lane roundabout implementation. However, roundabouts are not the best option for every case of at grade intersections. Dual lane is not as efficient at reducing fatalities (80% reduction) therefore not the preferred option.

Very important for CT to know industry needs; CTA Newsletter feedback through District truck service and Public Information Office. Dialogue is vital to accommodate safety and commerce, especially for OS/OW Permit loads.

Q1: Off-tracking Case 1,2,3. Are any haulers having lane encroachment issues in roundabouts? Is there a need to change CVC?

R1: Matt Klenske re gore points, etc. If state is moving in that direction, CVC should be changed to require yield ROW to Commercial Trucks.

R2: Wes Mollno, WCS Permits. Is there cooperation between design and OS/OW Permits to consider permit loads in proposed roundabout projects?

R3: Suzanne Scheideker. Be sure to include District and HQ Permits in design review.

R4: Mike Vlaming. Be sure to consider intersections as part of entire route, holistic view.

R5: Matt Klenske, Eric Sauer. Bird's Landing in D4 roundabout impact on moving wind blades to wind farm.

Item #6 – Workgroup Updates

a) Crane Group – Michael Vlaming

Multiple Destination Special Repetitive Permit (MDSRP) Clarification - Michael Vlaming provided a brief update. More information needs to be gathered. Draft proposal will be on the table sometime next year.

b) Annuals

No updates.

c) Fixed Loads/Tow Trucks

No updates.

d) Variance

No updates.

e) Overweight Corridor

No updates.

Item #7 – Caltrans Action Items Updates

Narayan Selwal, Chief-Transportation Permits Policies and Compliance / Legal Truck Access Branch.

Revised Chapter 3 of TPM (Vehicle Qualification and Inspection) was published in April 2021. Revision of Chapter 2 of TPM (Type of Permits) is underway with target publication at the end of this fiscal year.

Current policy allows drivers operating under an Annual Permit to temporarily carry and display permit accompaniments in either printed or electronic form. However, this temporary provision expires on December 31, 2021. Revised TPPM 2018-01 Electronic Carry and Display will make this policy permanent. Copies of the draft TPPM were circulated. Revised TPPM 2018-01 Electronic Carry and Display feedback due Friday, 29 October 2021.

Item #8 – SCCA Updates

In response to SCCA request: Percentage of the collision occurring on Route 10 downtown LA that involve commercial vehicles are as follows.

Eastbound: 9%

Westbound: 12%

A list of priority of the bridges inventory remains unavailable.

Item #9 – New Business

Reeve Trucking – haul permits for concrete items which do not fit TPM description are denied.

Matt Klenske – return to non-divisible load as defined in the CVC. Cooperate with Industry.

ACTION ITEM 3) TPM Chapter 2 work group is comprised of Kevin Reese, Matt Klenske, Suzanne Scheideker, Scott Moyers and Bob Protz. Matt Klenske to chair; work group to meet with Caltrans via Webex in the next 2-3 weeks to discuss options.

Item #10 – Public comments

1. Wes Mollno, WCS Permits, reported that customers have recently been advised that all vehicles which require vehicle inspection must submit inspection with each permit

application. However, past practice was that California haulers are required to have inspection on file but are not required to submit a vehicle inspection report with each permit application. Might Caltrans issue a clarification MEMO?

2. Turnaround time – 1 to 4 hours in past, now 24-hour turnaround.

-Matt Klenske: no new inspection report form for CAT 657.

-Thomas Schriber will issue the requested clarification MEMO.

3. Brad Tuttle re variance permit processing. – two-tiered system? Structures review vs non-structure review. Brad will follow up with Permits Manager Devinder Sandhu via Webex.

Item #11 – Summarize Action Items from Meeting

Eric summarized the following action items:

- 1) Roundabout feedback and possible changes to CVC.
- 2) Revised TPPM 2018-01 Electronic Carry and Display feedback due Friday, 29 October 2021.
- 3) TPM Chapter 2 work group is comprised of Kevin Reese, Matt Klenske (chair), Suzanne Scheideker, Scott Moyers, and Bob Protz. Work group to meet with Caltrans via Webex in the next 2-3 weeks to discuss options.
- 4.1) PERMITS PROCESSING Inspection report requirements for California haulers – CT Permits will issue clarification MEMO and update staff via training.
- 4.2) PERMITS PROCESSING Two tiered variances. Brad will follow up week ending 10/22/2021 with Permits Manager Devinder Sandhu via Webex.

Item #12 – Next Meeting

The next CTPAC meeting will most likely be an in-person meeting 17 February 2022 (tentative) at CTA HQ Sacramento.

Item #13 – Adjourn

The meeting was adjourned by Eric Sauer.

CTPAC Action Items

No.	CTPAC Meeting	Item	Due Date	Status/Notes
1	2/18/2016	Roundabout presentation - create advisory committee of CTPAC representatives (Leon F., Tim M., Lorin S., Curt W.)	9/20/2018	<p><u>06/17/21</u>: Eric will include roundabout discussion to the agenda at the next meeting.</p> <p><u>10/06/21</u>: Brian Frazer of Caltrans Design presented. See ITEM 6 Below.</p>
2	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.		<p><u>4/22/19</u>: Caltrans will review further and provide response to requestor.</p> <p><u>9/12/19</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. 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> <p><u>10/01/20</u>: Caltrans SM&I analysis showed that Route 110 is not an option due to weight constraint.</p>

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				<p>Narayan Selwal will reach out to District 7 to check constraints on Route 10 and follow up with SCCA.</p> <p><u>02/16/21</u>: Caltrans HQ Permits would have an internal meeting to discuss the possibility of issuing a special permit or any other options that can help the industry and follow up with SCCA.</p> <p><u>06/17/21</u>: Caltrans has provided traffic safety and operations analysis of route 10 to SCCA in April 2021 and SCCA may revive the proposal again in the future.</p>
3	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> <p><u>06/17/21</u>: Caltrans is working with IT Division to develop an online system that allows the customers to submit the permit applications electronically, including annual, repetitive and sea container.</p> <p><u>10/06/21</u>: On-going.</p>

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4	9/12/2019	<p>Framed Load Bed Permit Issue from Oversize Transfer Trucking Inc.</p> <p>Greg Sanden emailed regarding permit for framed load bed container that typical sits at 4' high on framed flat rack to travel in the LA/LB Heavy Corridor.</p>	9/12/2019	<p><u>9/22/2019</u>: Greg Sanden will contact Caltrans' Permit Office to resolve the issue. The sizes of the loads are vary widely – Will look into details. Single trip permits might be issued.</p> <p><u>01/16/20</u>: Greg Sanden was not present at the meeting.</p> <p><u>10/01/20</u>: No update.</p> <p><u>02/16/21</u>: No update.</p> <p><u>06/17/21</u>: No update.</p> <p><u>10/06/21</u>: No update.</p>
5	10/01/2020	<p>Port of Long Beach asked members to provide support letters regarding the expansion project on Anaheim Way and Farragut Avenue.</p>		<p>On-going</p> <p><u>02/16/21</u>: No update.</p> <p><u>06/17/21</u>: No update.</p> <p><u>10/06/21</u>: Port of Long Beach asked members to provide support letters regarding the expansion project on Anaheim Way and Farragut Avenue.</p>
6	10/06/2021	<p>Brian Frazer of Caltrans Design - Roundabouts - Described industry role in providing feedback. Discussed possible changes to CVC.</p>		<p>On-going</p>
7	10/06/2021	<p>Narayan Selwal, CT Permits. TPPM 2018-01 Electronic Carry and Display feedback due 29 October 2021.</p>	10/29/2021	<p>On-going</p>
8	10/06/2021	<p>Narayan Selwal, CT Permits. TPM Chapter 2 work group is comprised of Kevin Reese, Matt Klenske</p>	10/29/2021	<p>On-going</p>

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		(chair), Suzanne Scheideker, Scott Moyers, and Bob Protz. Work group to meet with Caltrans via Webex on or before week ending 10/29/2021.		
9	10/06/2021	Permits Processing 1. Inspection report requirements for California haulers – CT Permits will issue clarification MEMO and update permit writers via training. 2. Two tiered variances. Brad Tuttle will follow up with Permits Manager Devinder Sandhu via Webex, on or before week ending 10/22/2021	10/22/2021	In progress