

## **CTPAC – PROPOSAL- ADDENDUM**

**SUBJECT: Original Permit Policy**

**DATE: June 13, 2005**

**POLICY: CTPAC –WG7 – 110803 - 001**

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### **PROPOSED CHANGE – ADDENDUM**

The Annual Permit Committee Workgroup recently met with Caltrans on April 13, 2005. We discussed and recommended the following change to the original proposal, Original Permit Policy

Industry is requesting:

- 1) Annuals and/or repetitive permits are accepted in the form of a facsimile or copy. Permittee must be in possession of current Caltrans maps.
- 2) Annuals maybe copied and utilized in one or more vehicles providing the vehicles conforms to the prescribed permit.

### **BACKGROUND**

Prior to 1970 all permits needed to be original. This was when a single trip permit was \$3 and an annual was \$90 each. During this time it was determined by Caltrans that they would use the permit should 30 times and should charge \$90 for the permit. Then the price increased to \$5 and a decision was made to charge 10 times the amount \$50 for an annual. Then when permits were \$16 and decided that \$160 was too high and decided on \$90. Single trip and annual permits had to be originals and when they started to allow facsimile copies, you had to be an authorized receiving station. The single trip permits were allowed to be faxed, but needed an embossing stamp. The permit was then embossed and signed within the emboss stamp or the permit wasn't valid. A short time later the receiving stations and embossed permits were dropped and CVC 35780 was accepted into law, which authorized facsimile copies. Caltrans then allowed single trip permits to be faxed.

The law doesn't distinguish between a single trip and an annual permit to be faxed, that distinction was made by Caltrans policy, not law. The reason given at that time was that annual permit holders needed pilot car maps and there was no reasonable way to get them to the customers. This is no longer the case.

This policy had nothing to do with cost, because Caltrans can only recover the cost of administering this article. It doesn't cost anymore to produce a single trip vs. an annual permit except for the additional cost of the pilot car maps, which is estimated to be \$25. Caltrans still is unable to justify the \$90 that is currently being charging.

Caltrans eliminated the license number, so the annual could be used by several vehicles savings money but never eliminated having the original permit.

### **EXISTING DOCUMENTATION**

**C.V.C. 35795 (a)** The Department of Transportation may charge a fee for the issuance of permits pursuant to this article.

The fee established by the Department of Transportation pursuant to this section shall be established by a regulation adopted pursuant to Chapter 4.5 (commencing with Section 11371) of Part 1 of Division 3 of Title 2 of the Government Code, and shall be calculated to produce total estimated revenue that is not more than the estimated total cost to that department for administering this article. Special services necessitated by unusually large or heavy loads requiring engineering investigations, or other services, may be billed separately for each permit..

The funds collected by the Department of Transportation pursuant to this section shall be deposited in the State Highway Account in the State Transportation Fund.

**CVC 35780 (b)** Under conditions prescribed by the Department of Transportation or the local authority, the Department of Transportation or local authority may accept applications made by, and issue permits directly to, an applicant or permit service by any of the following processes:

- (1) In writing.
- (2) By an authorized facsimile process.
- (3) Through an authorized computer and modem connection

**Caltrans Chapter II- Types of Permits - 201 Single Trip Permit**, states – “A single trip permit is a permit issued for a qualifying load or vehicle moving **one way (not one trip) and returning unladen or with the same type of load, if requested**, within the specified time limits of the permit.” There is an area to mark for number of trips, so if I mark 7 trips, doesn’t allow Caltrans to charge me an additional fee. There is no where that it states the permit can only be used by one vehicle or use for one trip. The CVC is very clear that you can’t charge more than administering the article. We need to keep in mind, this is not a toll. If we happen to be fortunate enough to have more than one truck with identical dimensions, there is nothing stating that I can’t use the same permit in either truck. We can use the truck under any permit, as long as the dimensions are the same and it qualifies. We have for years obtained multi-trailer annual permits from City and County’s and there has been no problem. The purpose of the program is to make sure loads meet the criteria of the permit being issued and is routed safely. There should be no reason that an Annual Permit or Repetitive need to be an original. The permit has been authorized for the routes requested and the cost of administering the permit has been collected.

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