

California Transportation Permits Advisory Council (CTPAC) Steering Committee Meeting

Thursday, March 2, 2017
10:00 am to 12:00 pm
Caltrans – Southern Regional Lab
Fontana, CA

Meeting Summary

Item #1 – Welcome

CTPAC chairperson Eric Sauer, with the California Trucking Association (CTA), welcomed attendees to the meeting and thanked them for adjusting to the early schedule to accommodate an early flight departure for some attendees. The CTPAC group meetings may consider an early start time for future meetings in Southern California if flight schedules are limited. Mr. Sauer and Greg Dineen will update the workgroup meeting schedule, so Caltrans will be available to attend as well. Mr. Sauer would like workgroups to have interim meetings that occur a few weeks before the CTPAC meeting so that there is better communication. Mr. Sauer also offered to help with the coordination. Mr. Sauer shared his appreciation for the newcomers and hopes they will stay involved. He stated that it is more difficult to restart a process after it has stopped.

Attendees did self-introductions, and a sign in sheet circulated to all attendees during the meeting.

Item #2 – Caltrans Updates

Kien Le, Office Chief for Commercial Vehicle Operations, announced that Tom Hallenbeck, Division Chief of Traffic Operations, retired in January 2017, and Kris Kuhl, Assistant Division Chief of Traffic Operations, retired in October 2016. Amarjeet Benipal will be the acting Division Chief and Robert Peterson will be the acting Assistant Division Chief until August 2017. The plan is to backfill the Division Chief position first and then the Assistant Division Chief position.

Mr. Le also announced that Cyrus Hui, Transportation Permits Issuance Branch manager, is retiring in June 2017. The Transportation Permits Issuance Branch hired five new employees to assist with issuing permits and improving the turnaround time for faxed-in permits. Mr. Le shared the performance report that stated an excellent turnaround time for Single-Trip Application Routing System (STARS) and Annual permits. The permits office's goal is to process a STARS permit within two hours, and the office achieved this performance goal for 98% of the STARS permits. The permits office's goal is to process an Annual permit within two weeks, and the office achieved this performance goal for 96% of the Annual permits.

The purpose of the CTPAC meeting is to provide a forum for industry and Caltrans to discuss permit related issues, so Caltrans invited members of the design team for roundabouts to a previous CTPAC meeting in Sacramento to discuss and address extralegal load issues. Today, Caltrans invited John Gillis from Caltrans' Structure Maintenance and Investigations to discuss future bridge raising and/or strengthening projects. A future meeting will include the pavement group so they can discuss weight and pavement distress.

Delinquent debtor accounts continue to be a problem for Caltrans, so Caltrans will stop issuing permits to those customers with delinquent debtor accounts; unfortunately, these customers still find creative ways to

circumvent the program. Caltrans sends a final notice to the customer to make a payment after sixty-days. If Caltrans does not receive a payment, then Caltrans sends the invoice to collections. To eliminate delinquent debtor accounts, Caltrans would like to implement an online credit card payment system and end the debtor account process. Caltrans' Division of Information Technology is working on the online credit card payment system as well as an online application for Annual permits.

Eric Sauer asked for an update on the proposal to increase the extralegal permit fees, since there have been discussions on this topic at previous meetings. Mr. Le responded by saying that Caltrans has been reviewing the permit fee increase for the past two years, but an online credit card payment system is Caltrans' primary focus. The preliminary fee structure would approximately increase an Annual permit to \$125.00 and a Single Trip permit to \$26.00. Mr. Sauer stated that CTA supports increased permit fees as long as the fees stay in the program and it provides more resources and better services.

Item #3 – Public Comments

No comments.

Item #4 – Action Item Review

Kelly Mar, Caltrans, reviewed the action items from the previous CTPAC meetings. See list of action items.

Item #5 – Overweight Corridor Permit Enforcement

Eric Sauer stated over the years that there have been numerous meetings to discuss the overweight corridor with Caltrans and the Port of Long Beach. Recently, there have been enforcement issues that cite haulers for not having the proper hauling equipment or configuration. The enforcement issue affects industry members who use the overweight corridor. Mr. Sauer would like to discuss and offer any suggestions to clarify this issue in hopes of providing a solution.

Pat McGurk explained that haulers have been transporting divisible containers through the corridor since 1995 to specific areas of the port, where the containers are broken down to legal loads. The drayage hauling equipment used in the port is a four-axle unit setup with a three-axle trailer to receive a 40'-0" long container. Haulers have been receiving citations on city permits because the City of Los Angeles changed their language on their weight requirements. In December 2016, haulers started receiving citations from the California Highway Patrol (CHP) because CHP said the haulers were in violation of their Caltrans issued permits with the inner bridge measurements and the weight in accordance with the California Vehicle Code (CVC). The haulers would like clarification on the interpretation of the law as well as Caltrans' methodology.

Kien Le shared that Caltrans established the Annual Permit for the overweight corridor in 1994 where the haulers would meet the inner bridge criteria of the CVC and the extension of the weight table using the Federal Formula B values. Theoretically, a hauler can maximize the gross weight of 95,000 pounds and 60'-0" long inner bridge limit, but the industry is saying that the weight distribution of the rigs can only get 92,000 pounds. Mr. Le suggests bringing the major haulers together for a meeting to discuss the issue. Mr. Le realizes that oversea containers are heavier now than before, and haulers have a tough time figuring out which loads will or will not meet the allowable weights. He offered his assistance to get more in depth with this issue and he is requesting a proposal from industry.

In conclusion, Mr. McGurk and the overweight corridor drayage hauling industry will submit a proposal to Caltrans, and Caltrans will review the proposal and provide a quick turnaround.

Item #6 – Bridge Raising/Strengthening for Freight Corridors

John Gillis, Caltrans Structure Maintenance and Investigations, gave his presentation titled ‘Goods Movement’ and the presentation explained how the freight corridor program started. The goal of the program is to allow over height and overweight freight movement across the state while minimizing amount of detour that these freight will have to endure because of travel restrictions. The freight corridor program will focus on the North-South freight network on Interstate 5 by raising and/or strengthening bridges that currently impede freight movement.

Item #7 – Workgroup Updates

a) Crane Group – Michael Vlaming

Michael Vlaming, Crane Owners Association, stated that Caltrans approved and issued a Transportation Permits Policy Memorandum dated 2/10/17 for longer truck crane length to be qualified for Annual permits.

b) Annuals – Tim McVay

Tim McVay, Marco Transport, stated that Caltrans added construction equipment verbiage to an unladen Annual permit.

c) Variance/CHP Escort – Leon Franks

Leon Franks, Contractors Cargo, would like to remove the variance workgroup update from future meetings.

Jerry Miranda, Reeve Trucking, would like clarification on quotes received from the California Highway Patrol (CHP) for variance moves. Reeve Trucking recently had a variance move that cost approximately \$4,000 more than the quote received from CHP. The terms of the original contract were the same as the final contract (i.e. same load, same number of trucks, and same number of officers). The cost difference may be due to a pay increase for the officers for the new fiscal year. Lt. Brian Goldhammer (CHP) will follow up with Eric Sauer.

d) Fixed Loads/Tow Trucks – Greg Dineen

No updates.

Item #8 – Transportation Permits Manual (TPM)

Kelly Mar, Caltrans, anticipates posting Chapter 4 titled Variances by the end of the month. Chapter 1 titled General Provisions and Chapter 2 titled Types of Permits will follow thereafter.

Item #9 – New Business and New Proposals

During the work group meeting this morning, there were some concerns about roundabouts on the state highway system. Kien Le, Caltrans, stated that he gave dimensions of extralegal vehicles (i.e. templates of vehicles used for Annual permits) to the roundabout design group. Leon Franks, Contractors Cargo, requested that the heavy haul group be included in the discussion about roundabout locations. There is an action item to form a roundabout workgroup, and Lorin Sabien will head this workgroup.

Wes Mollno, WCS Permits, would like more notice before Caltrans downgrades a bridge structure. The advance notice would allow him to bid more effectively by accounting for any possible detours.

Kevin Keady, Caltrans Structure Maintenance and Investigations, addressed Wes' comment by stating that old bridge rating methodologies are forty years old and the recent bridge rating updates account for different type of loading requirements. Previous analysis required inspectors to look at moment demands only, but inspectors are now required to look at shear demands as well. Caltrans understand the impacts to major routes and tries not to downgrade structures unless necessary.

Item #10 – Next Meeting

The next CTPAC meeting will be Thursday, June 15, 2017, in Sacramento, CA.

CTPAC Action Items

No.	CTPAC Meeting	Item	Due Date	Status/Notes
1	2/11/2015	Greg D. to follow up with local agencies regarding the need to have Caltrans permit prior to issue their permits and discuss possible process changes or other options.	6/15/17	<p>In Progress - Greg D. and Eric S. to schedule a meeting with League of California Cities & Counties and Caltrans to address the issue. Greg to follow-up.</p> <p>2/18/16: Greg D. will discuss with Caltrans at interim meeting tentatively scheduled for May 2016.</p> <p>6/9/16: Greg D. spoke to the City of Corona, and they did not have any issues. National City may have an issue, so Greg D. will check with other cities as well.</p> <p>10/7/16: Per our agenda meeting discussion, Eric S. informed Greg D. that California State Association of Counties (CSAC) invited us to the city meeting.</p> <p>11/3/16: Group will discuss this item during their next workgroup meeting.</p> <p>3/2/17: Tim M. to work with CHP.</p>
2	2/11/2015	Greg D. will provide revised transponder proposal and revised 7, 8 & 9-axle unladen inventory.	6/15/17	<p>In Progress - Transponder proposal still in progress – possible smart phone solution versus transponder. Conference call pending but still need Greg D. to work with John H. on the inventory. Greg submitted request and response pending from Caltrans.</p> <p>1/13/16: Greg D. confirmed receipt.</p> <p>2/18/16: Greg D. will revise proposal for interim meeting tentatively scheduled for May 2016.</p> <p>6/9/16: Greg D. has inventory list, and he will have the proposal by the next meeting.</p> <p>11/3/16: Greg D. was not present at the meeting.</p> <p>3/2/17: Transponders are still a concern. Greg to present proposal at next meeting.</p>

No.	CTPAC Meeting	Item	Due Date	Status/Notes
3	6/11/2015	All members to review the membership list and send updates to Eric S.	6/15/17	On-going - Eric to finalize the list. 2/18/16: Eric S. will update the membership list. Attendees will provide current contact information to Eric S. before leaving meeting. 6/9/16: Eric S. is working on the list. 11/3/16: Members to send updates to Eric S. 3/2/17: Eric S. will take business cards, so he can update list.
4	10/27/2015	Allowable axle loads on boom dollies should be referred to work group to be examined.	6/15/17	2/18/16: Greg D. requested to postpone this discussion until the next meeting. 6/9/16: Greg D. will wait to discuss at the interim meeting. 11/3/16: Greg D. was not present at the meeting. 3/2/17: Table this item until the next meeting.
5	10/27/2015	Eric S. & Greg D. will coordinate the interim work group meetings.	6/15/17	2/18/16: Tentatively scheduled for May 2016. Eric S. would like availability dates from group leaders, and prefers no conference calls. Purpose of the meeting is to polish proposals and work on agenda items. 6/9/16: Eric S. setup an interim workgroup meeting in lieu of meeting the morning of the CTPAC meeting. The interim meeting is set for Thursday, September 29, 2016, and the next CTPAC meeting is set for Thursday, November 3, 2016. Both meetings will be in Sacramento. 11/3/16: The next interim meeting for workgroups will be on Thursday, January 26, 2017, from 9:00 am - 2:00 pm at the California Trucking Association in Sacramento. Eric Sauer prefers participants to be present at the meeting instead of phoning in. 3/2/17: Eric S. prefers to keep the workgroup meetings before the main CTPAC meeting.

No.	CTPAC Meeting	Item	Due Date	Status/Notes
6	2/18/2016	Roundabout presentation - create advisory committee of CTPAC representatives (Leon F., Tim M., Lorin S., Curt W.)	6/15/17	6/9/16: CTPAC representatives have not been contacted. 11/3/16: Lorin S. will lead the group. 3/2/17: Establish workgroup for roundabouts and Lorin S. will lead this group.