

California Transportation Permits Advisory Council (CTPAC) Steering Committee Meeting

Thursday, November 3, 2016
12:00 pm to 2:00 pm
California Trucking Association
Sacramento, CA

Meeting Summary

Item #1 – Welcome

CTPAC chairperson Eric Sauer, with the California Trucking Association (CTA), welcomed attendees to the meeting. He hopes to continue these meetings to discuss trucking issues despite the struggle to draw participation from carriers. He would like to fill the room with more participants like in past years. Attendees did self-introductions.

Mr. Sauer stated an action item to have workshops with counties to discuss policies and procedures. In response to this action item, Mr. Sauer along with Caltrans representatives met with the California State Association of Counties (CSAC). CSAC welcomed the workshop opportunity to discuss Caltrans' procedures.

Mr. Sauer recently presented at the Western Association of State Highway and Transportation Officials (WASHTO) conference. He discussed issues that carriers are experiencing while some states are trying to implement automated permitting systems. He also discussed CTPAC and the opportunities available for industry to discuss issues face to face with Caltrans and the California Highway Patrol (CHP). Mr. Sauer also offered his service to present at other conferences.

Item #2 – Guest Introduction

Steven Todd, from Specialized Crane and Rigging Association (SC&RA) in Washington, DC, appreciates working with Eric Sauer. Mr. Todd previously worked for the Illinois Department of Transportation, and has been working for SC&RA for the last three years. He recently presented at the WASHTO conference as well.

In his brief introduction, Mr. Todd mentioned three issues that carriers experience while traveling through multiple states. The first issue is harmonization between the states on extralegal hauling. It is difficult for haulers to get permits when the rules are different from state to state. Mr. Todd stated that he would be willing to work with DOTs on trying to get more uniformity on permit issuance. The second issue is technology – states can benefit with improved turnaround times by possibly providing an automated system. The third issue is safety – states (i.e. State of Washington) do not check vertical clearances and it is the responsibility of the carrier to verify the vertical clearance. Mr. Todd promoted safety from state to state.

Sean Duryee, Commander of the CHP Commercial Vehicle Section, came on board in August. Mr. Duryee is new to the section, but he is familiar with the trucking industry since his family runs a trucking company. He was appreciative of the opportunity to work with the trucking industry.

Item #3 – Caltrans Updates

Kien Le, Office Chief for Commercial Vehicle Operations, was not available for the workgroup workshops this morning due to a conflict with the Traffic Operations Board meeting. He agreed with Steven Todd's comment about safety – Mr. Le reiterated that Caltrans understands the importance of safety, and he appreciates having Mr. Todd here to share his knowledge.

Mr. Le announced the following personnel changes in Caltrans' Division of Traffic Operations: Kris Kuhl, Caltrans Assistant Division Chief, retired in July, and Jesse Bhullar will be acting until the end of the year. Jeff Jewett, who was a manager for the Transportation Permits Issuance Branch and then for the Legal Truck Access Branch, moved back to District 3, so Raj Chharan will be the new manager for the Legal Truck Access Branch. The following are the three managers for the Transportation Permits Issuance Branch: Mastri Alvandi, Cyrus Hui, and Abdel-Kader Taha. Mr. Le also mentioned that the Issuance Branch is in the hiring process for vacant positions in the office and for two vacant vehicle inspector positions.

Mr. Le shared the performance report that showed a good turnaround time for Single-Trip Application Routing System (STARS) permits. The permits office's goal is to process a STARS permit within two hours, and the office achieved this performance goal for 93% of the STARS permits. The turnaround time for faxed-in permits is between 4-6 hours, which will improve when the Issuance Branch fills vacant positions.

Mr. Le said that Caltrans is still having a problem with payments on debtor accounts. There are customers who are not paying their invoices. When a customer is on the delinquent list, which indicates that the customer is 90 days late on payment, Caltrans will suspend services to the customer and will not issue any future permits.

Mr. Le mentioned a statewide proposal to use more roundabouts on the State Highway System (SHS). To accommodate extralegal vehicles on a roundabout, Mr. Le will be proposing a design vehicle that is 12'-0" wide x 125'-0" long and another design vehicle that is 16'-0" wide x 85'-0" long to represent a mobile home move. He would like feedback from the trucking industry if a known vehicle combination does not fall within the envelopes of these two design vehicle dimensions. Studies and the number of accidents at a specific location will determine if a roundabout is ideal for a specific location. The next roundabout location proposal on the SHS is at the Highway 20/53 junction. Mr. Le suggested that the trucking industry form a committee with Eric Sauer so that Caltrans can share information on future locations of planned roundabouts and get feedback from industry. Since a new roundabout is usually in the design phase by the time Mr. Le receives notice, the turnaround time for feedback from industry on the new roundabout would be about two weeks. Steven Todd complimented Caltrans for sharing information with the trucking industry about roundabouts as these are becoming an issue for haulers to travel through or around them. Mr. Todd believes the number of roundabouts on highways will dramatically increase in the future. He encouraged the trucking industry to voice their concerns on the operations of large trucks' movements through the roundabouts.

Mr. Le also mentioned that there has been small progress on the transportation permits manual and the single trip pilot car maps. Caltrans is currently working to add the trucking network (i.e. STAA routes, CA Legal routes, bus routes) and other traffic information for the trucking industry on Caltrans' QuickMaps, which is a GIS based interactive mapping system. Caltrans is also making progress with

the online credit card system that will eliminate debtor accounts and would allow customers to pay for the permit upon approval. The online credit card system is another step toward an automated system. Mr. Le shared that the opening of Route 299, which has been a bottleneck for the trucking industry for many years going west from I-5, occurred a couple of weeks ago and it will help carriers traverse the northern portion of the state. Mr. Le said there are some concerns from truckers that there are not enough rest stop areas and that some rest stop areas do not welcome trucks into their parking areas. Caltrans would like to help, and would like to hear specific concerns from the trucking industry.

Item #4 – Public Comments

Curt Weeks directed his comment to Eric Sauer and Kien Le, and inquired about the interaction with the counties. Mr. Sauer said that counties would like to setup workshops with Caltrans, and that meetings with cities will be next.

Lorin Sabin suggested that the trucking industry should invite city officials to the next CTPAC meeting in Southern California. Mr. Sabin mentioned that the City of Corona only lets carriers travel at night. Mr. Sabin will email Mr. Sauer a list of cities that he would like to invite to the next meeting.

Jerry Miranda added that the City of Corona requires a \$1000 deposit for a permit.

Item #5 – Action Item Review

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

Item #6 – Workgroup Updates

a) Crane Group – Michael Vlaming

Michael Vlaming, Crane Owners Association, received a draft response to the unlimited length proposal. The draft response from Caltrans allowed a 95'-0" maximum combined length and added two bullets to the transportation permits manual. Mr. Vlaming asked if there were any comments from industry, and if there were no further comments, then he would provide a written consensus to Caltrans, so Caltrans can proceed with their approval process. The California Highway Patrol Commercial Vehicles Section and Caltrans vehicle inspectors will also need to review and approve the draft response.

b) Annuals – Tim McVay

Tim McVay, Marco Transport, stated that Caltrans provided a Transportation Permits Policy Memorandum for his unladen multi-vehicle combination proposal for Annual permits. The new policy authorizes unladen Annual permits to haul construction equipment. Annual permits issued after August 29, 2016 will reflect this new policy.

c) Variance/CHP Escort – Leon Franks

No update.

d) Fixed Loads/Tow Trucks – Greg Dineen

No update.

Item #7 – Transportation Permits Manual (TPM)

Kelly Mar, Caltrans, posted Chapter 7 titled *Compliance Program* on August 10, 2016, and Chapter 6 titled *Emergency Moves* on September 1, 2016, on Caltrans' Transportation Permits website. The next chapter will be Chapter 4 titled *Variances*, which she hopes to post by the end of the month.

Item #8 – New Business and New Proposals

Tim McVay would like to revisit the option of presenting a permit on an I-phone or smart device in lieu of having the printed permit in possession. This option would allow a company to send a permit wirelessly to the truck driver. Eric Sauer mentioned a statute allowing this option, but he said there might be an omnibus bill that includes this option as well. CTA and CHP will discuss in the near future.

Item #9 – Next Meeting

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.

The next CTPAC meeting will be Thursday, March 2, 2017, in Fontana, CA.

CTPAC Action Items

No.	CTPAC Meeting	Item	Due Date	Status/Notes
1	9/24/2014	Eric S. to provide background information on width restrictions at SR 241 toll booths to Yin-Ping L. for following up.	3/2/17	<p>Joe B. followed up with District 12 on 2/10/15. Item was discussed at the 2/11/15 CTPAC meeting. Issue remains in process with Kien L.</p> <p>2/18/16: Greg D. and Eric S. to discuss with Orange County Transportation Authority (OCTA) and have a meeting with David Lowe.</p> <p>6/9/16: Greg D. to setup a meeting by mid-July with David L.</p> <p>10/7/16: Per our agenda meeting discussion, Greg D. will check with Tim McVay to coordinate day to meet with Eric S. and David L.</p> <p>11/3/16: Greg D. to schedule a meeting with OCTA and include Tim M.</p>
2	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.	1/26/17	<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 on.</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 didn't 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>

3	2/11/2015	Greg D. will provide revised transponder proposal and revised 7, 8 & 9-axle un-laden inventory.	3/2/17	<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>
4	6/11/2015	All members to review the membership list and send updates to Eric S.	3/2/17	<p>On-going - Eric to finalize the list.</p> <p>2/18/16: Eric S. will update the membership list. Attendees will provide current contact information to Eric S. before leaving meeting.</p> <p>6/9/16: Eric S. is working on the list.</p> <p>11/3/16: Members to send updates to Eric S.</p>
5	10/27/2015	Allowable axle loads on boom dollies should be referred to work group to be examined.	1/26/17	<p>2/18/16: Greg D. requested to postpone this discussion until the next meeting.</p> <p>6/9/16: Greg D. will wait to discuss at the interim meeting.</p> <p>11/3/16: Greg D. was not present at the meeting.</p>

6	10/27/2015	Eric S. & Greg D. will coordinate the interim work group meetings.	1/26/17	<p>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.</p> <p>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.</p> <p>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.</p>
7	2/18/2016	Roundabout presentation - create advisory committee of CTPAC representatives (Leon F., Tim M., Lorin S., Curt W.)	3/2/17	<p>6/9/16: CTPAC representatives have not been contacted.</p> <p>11/3/16: Lorin S. will lead the group.</p>