

CTPAC – ANNUAL WORKSHOP PROPOSAL

SUBJECT: Allow the Issuance of an Un-laden Multi-Vehicle Combination Annuals not to exceed established weight.

DATE: May 12th - 2016

POLICY: CTPAC –

OBJECTIVE

Current permit policy authorizes Un-laden Multi-Vehicle Combinations Annuals up to 110,000 pounds, while hauling 1 or 2 vehicles of said combination and/or haul a pilot car and/or haul binders, chain, and dunnage. Economics and business decisions have changed over the years and it is time that we eliminate traveling empty when there is an opportunity to have a payload when available. We would like to expand the current un-laden Annual that allows 110,000 pounds of gross weight by **authorizing any payload** as long as the gross weight does not exceed 110,000 pounds.

BACKGROUND

1. Caltrans Permit Policy authorizes a non-qualifying load when one leg of a move involves a qualifying load.
2. The Industry has been allowed over the years to backhaul their Pilot Vehicle, Jeep and mechanical distribution unit under an Unladen Annual Permit and not be required to obtain a single trip permit each time.
3. Unladen 9-axle combinations are currently being issued annuals not to exceed 110,000 pounds.

EXISTING DOCUMENTATION

C.V.C. 660 UNLADEN WEIGHT

The "unladen weight" of a vehicle is the weight equipped and ready for operation on the road including the body, fenders, oil in motor, radiator full of water, with five gallons of gasoline or equivalent weight of other motor fuel; also equipment required by law, and unless exempted under Section 661, any special cabinets, boxes or body parts permanently attached to the vehicle, and any machinery, equipment or attachment which is attendant to the efficient operation of the body or vehicle. Unladen weight shall not include any load or any machinery or mechanical apparatus, such as, but not limited to, wood saws, well-drilling machines, spray apparatus, tow truck cranes, and grinding equipment. The unladen weight of

a vehicle shall have no application in determining any fee under this code or the Revenue and Taxation Code other than Section 9400.

CVC 661.

Unladen weight shall not include the following machinery, equipment or attachment which is attendant to the efficient operation of the body or vehicle:

- (a) Equipment used for loading, compacting, or unloading of refuse.
- (b) Transit mix cement equipment.
- (c) Temporary equipment used to contain or support the load which does not change the body classification.
- (d) Any camper unit that is temporarily attached to a vehicle.
- (e) Refrigeration equipment.

Caltrans Transportation Permit Manual Chapter 2, Types of Permits:

202.10 Unladen Multi-Vehicle Combination Statewide

Width - 10' 0"

Length - 85'0"

Height - 14'0"

Weight - All axles legal, gross not to exceed 80,000 pounds.

Overhang - Legal

Range - Statewide

202.11 Unladen Multi-Vehicle Combination Local

Width – 11’0”

Length – 110’0”

Height – 14’0” (legal)

Weight – All axles legal, gross not to exceed 80,000 pounds.

Overhang – Legal

Range – 100-mile radius

302.2 Selection of Hauling Equipment

Applications shall be reviewed for appropriate hauling equipment. The load shall justify the size of hauling equipment, i.e., 5-axle vs. 7-axle etc., except that the permittee, at his option, may use either a 5-axle purple or a 7-axle green combination on a 5-axle purple route.

Non-qualifying vehicles may also be authorized on the permit only when one leg of a move involves the movement of a qualifying load.

“Operations of extralegal weight fixed load vehicles under permits are controlled by the orange, green or purple standard overload charts. Permit weight will not be authorized for reasonably reducible loads or for portions of loads which are not necessary to perform a primary and singular task at the job site, e.g., drilling, servicing pumping, and testing. Extralegal weight permits may be issued for critical operational components such as sand line, drill rod, drums etc., as long as these components do not cause the weight to jump to the next higher level, etc. (green to purple)

Extralegal weight will not be allowed on motor vehicles where the equipment required to complete the prime function may be reasonably transferred to a single or tandem axle trailer and the combination complies with axle and gross weight, nor where the motor vehicle can be made legal by the addition of another axle or the use of a longer wheelbase chassis.”

This permit is issued for the movement of an “Extralegal Load” as defined in C.V.C. 320.5 when loaded at its least dimensions.

This permit is automatically canceled if the permitted dimensions and weight can be reduced to legal limits by repositioning and/or practical removal of a part, portion, or unit therefrom

This permit does not authorize extralegal weights if the load can be repositioned to stay within legal axle or axle group weights authorized in C.V.C. 35551 or 35551.5. If the load cannot be repositioned, the weights shown on the permit are authorized.

Other items may be hauled in addition to the permitted item provided they do not exceed the dimensions of the vehicle or permitted item (whichever is greater) and the loaded vehicle is of legal axle and gross weights.

CURRENT PRACTICE

Caltrans issues 7, 8 and 9-axle multi-combination vehicle permits which allows up to 2 Pilot Cars, 2 Jeeps or any combination there of and mechanical distributions unit to be transported under an Unladen Annual Permit.

A Non-qualifying vehicle may be authorized on the permit only when one leg of a move involves the movement of a qualifying load.

Authorization is granted for the following: “Drive Unladen, Multi-Vehicle Combinations (3 Vehicles or Haul 1 or 2 Vehicles of Said Combination and/or Haul a Pilot Car and/or Haul Binders, Chains, and Dunage.”

PROPOSED CHANGES

Transportation Permit Conditions

We are requesting to change the current e Un-laden Multi-Vehicle Combination Annual to read ... **DRIVE UNLADEN MULTI-VEHICLE COMBINATIONS (3 VEHICLE MINIMUM) OR HAUL 1 OR 2 VEHICLE OF SAID COMBINATION AND/OR HAUL A PILOT CAR(S), DUNAGE AND/OR CONSTRUCTION RELATED EQUIPMENT. PROVIDED THE GROSS WEIGHT DOES NOT EXCEED 110,000 POUNDS.**

BENEFITS / IMPACT / JUSTIFICATION

BENEFITS

Safety is not jeopardized in any way.

Air Quality is a factor in our request - less trucks on the roads equals less pollution.

Public Safety is a factor in our request, less trucks means fewer miles, fewer accidents, and fewer traffic fatalities.

Congestion Management is a factor in our request, less truck miles equals less congestion.

Allows the Industry to better maximize their investment, by not having trucks traveling from a location empty, but rather saving the customer / consumer the extra cost of shipping. Picking it up and not have to wait for a permit to be issued, specifically on weekends is a great savings.

Allowing us to operate our business's more efficient.

This will also eliminate staff time in issuance of a permit that would essentially be covered under the Annual Permit.

The Truck generally arrives on a site to unload and the Customer decides to have something else hauled and you then incur a delay cost to have the permit issued and delivered to the site.

The High cost of fuel is a very important part to our Industry. We must conserve fuel whenever possible. It's every one's responsibility and this proposal will do exactly that.

IMPACT

Traffic and congestion would be considerably impacted less.

JUSTIFICATION

Currently Non-qualifying vehicles are permitted under a single trip permit. The Unladen Multi-Vehicle Combination Annual Permit currently allows for a Pilot Vehicle or a Jeep to be hauled on the 7, 8 or 9-axle. The 9-axle generally weighs approximately 80,000 lbs empty and is permitted unladen up to 110,000 lbs. We don't feel that if we can safely transport a Pilot vehicle or Jeep that it would be a problem allowing freight, not to exceed the weight that is currently allowed. This would allow the Industry to maximize their investment. This would also reduce the overall cost to the customer. It is hard for a customer to understand when he watches a perfectly good trailer leaving his jobsite empty and knowing he has to pay for another truck to haul the same load. Companies and Customers are looking to cut costs to survive in this highly competitive Industry. This will minimize excess costs that are being passed on to the projects and then to us, the end user the Consumer.

We are requesting these changes in the best interest of Public Safety, Air Quality, and better Congestion Management, and to better the Economy of California.

Requestors' Name:

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