

California Transportation Permits Advisory Council (CTPAC) Steering Committee Meeting

Tuesday, February 16, 2021
1:00 PM to 2:00 PM
& Friday, February 19, 2021
1:00 PM to 2:30 PM

Virtual via Zoom

Meeting Summary

Item #1 – Welcome & Agenda Review

CTPAC chairperson Eric Sauer, Senior Vice President Governmental Affairs with the California Trucking Association (CTA), welcomed attendees to the virtual meeting. Due to COVID-19 pandemic, CTPAC will continue to host virtual meetings until further notice. Eric went over housekeeping items and agenda, and expressed his appreciation to everyone, including the truck industry, California Department of Transportation (Caltrans) and California Highway Patrol (CHP) representatives who participated in the CTPAC virtual meeting.

Item #2 – Caltrans Updates

Thomas Schriber, Chief of Caltrans' Office of Commercial Vehicle Operations, introduced himself to the attendees and was excited to participate in his second CTPAC meeting. Thomas mentioned that three new employees, including one permit manager, joined Caltrans' Office of Commercial Vehicle Operations since last CTPAC meeting and provided some personnel changes within Caltrans. In addition, Caltrans is actively recruiting new staff to fill the vacancies and provide quality of services to the public.

Thomas stated that the permit counter was remodeled on account of COVID-19 and physical separation was added between the guest lobby room and the workspace to prevent the spread of COVID-19. Moreover, the permit office is no longer open on state holidays.

Thomas also reported that the permit office was closed several times during the past few months due to various reasons, including power outage, public demonstrations, and COVID-19 outbreak. As a result, there are delays on all types of permit applications. In order to resume the permit process, electronic attachments for annual permits are now sent to customers and more improvements are on the way.

Josh Lovelace asked if there are any other modes for new annual permit submission aside from the fax. Thomas said not yet. Once the credit card information can be processed via the web, then other modes can be considered. Currently, Caltrans is working with Information Technology (IT) staff to resolve the issue.

Another attendee inquired about the delays in processing permit applications. Thomas responded that due to numerous reasons, including power outage and protests, the office is experiencing some delays. However, the office is working hard to catch up, including working overtime on the weekdays and weekends.

Item #3 – CHP Updates

Lt. Robert Nance, CHP, shared that a commander was retired and stated that the CHP is accepting permit attachments electronically to ease the stress.

Robert also provided updates on Senate Bill No. 210 (SB 210) Heavy-Duty Vehicle Inspection and Maintenance Program and stated that bill would prohibit the operation of a heavy-duty vehicle in a manner resulting in the escape of visible smoke, except during active regeneration.

Item #4 – Port of Long Beach Updates

Carlo Luzzi, Intermodal Operations Manager from Port of Long Beach (POLB), shared that the main building located in the downtown of Long Beach was closed due to COVID-19.

Carlo then provided the updates on the ongoing projects at the Port of Long Beach. The 9th Street railroad crossing was closed since March 9, 2019 in a move that will improve rail operations and promote the speed of moving goods through the Port. During the time of closure, oversize trucks and cargos utilize alternative routes to transport goods. For certain oversize trucks that are unable to utilize the alternative routes, the Port offered special permits to traverse the crossing with the approval from the City of Los Angeles (LA), County of LA, and Caltrans. When a shipment comes in, the shipment has the option to move by rail or by truck. Currently, 25% of the shipments are transported by rail. The closure is needed to enhance railroad operations at the Port of Long Beach, allowing marine terminals to move more cargo by “on-dock rail” instead of by truck, improving efficiency in the Port and air quality in the region. Upon the completion of the project, the Port expects to handle 35% of the shipments transporting by rail and double the target capacity in the next twenty years.

Matthew Lyman, Intermodal Operation Coordinator at Port of Long Beach (POLB), introduced Rajeev Seetharam, the project designer of 9th Street closure. Rajeev stated that they are currently at 30% of the design phase and expect to get work permits early next year.

Matthew recognized that 9th Street is the main entry and exit for many heavy haul cargos and the Port installed a fence gate near the perimeter to ensure transportation safety. However, the installation process was very difficult due to underground utility. Luckily, the installation went smoothly. Matthew emphasized that 9th Street crossing is accessed by permit only and the oversize vehicles must meet the minimum size requirements to qualify for the special permit (22’ high and/or 220’ long or 17’ wide*120’ long). If qualify, please send an email request to the email address 9thstreetpermits@polb.com, and Matthew will review the request against POLB protocols. If the vehicle does not qualify for a special permit, there are alternative routes to consider.

- 1) Option 1: Pier A Way to Henry Ford Avenue with height restrictions.
- 2) Option 2: Anaheim Way and Farragut Avenue. This route required Caltrans, City of LA, and City of Long Beach permits. (Recommended by the Port)

Item #5 – Automated Transportation Permits

Thomas Schriber, Chief of Caltrans’ Office of Commercial Vehicle Operations, pointed out that PowerPoint presentation given by Steven Todd and Dan Wells at the last CTPAC meeting was astonishing and comprehensive, and shared the steps that Caltrans are working on so far moving toward automated transportation permits.

Item #6 – Workgroup Updates

a) Crane Group – Michael Vlaming

MDRP Clarification - Michael Vlaming stated that the crane workgroup is working with Caltrans and making good progress, and hopefully will have a status report in the next CTPAC meeting.

b) Annuals – Tim McVay

No updates

c) Fixed Loads/Tow Trucks

No updates

d) Variance

No updates.

e) Overweight Corridor

No updates.

Item #7 – Annual Permits

Ai Tran, Annual Permits Branch Chief, shared that the Caltrans Office of Commercial Vehicle Operations issued an annual permit extension last year. The annual permits that have expired, or will expire between December 2020 and March 2021, are now valid through March 31, 2021. Caltrans is also allowing the customers to carry and display permit accompaniments (which include permit conditions, Holiday Restrictions, 24/7 Travel Conditions, Weekly Short-Term Restrictions, Curfew Maps, SFOBB Special Conditions, Pilot Car Special Conditions, and Pilot Car Maps) electronically. Some customers are still unaware to the extension and Ai urged the members to share the information within the trucking industry.

Ai mentioned that Annual Permits Branch is short-staffed as well, and the Branch is recruiting new employees to fulfill the vacancies. Ai reported that the turnaround time for customers with debtor account is two weeks or less and for customers paying by credit card is three weeks or less. Hopefully, the backlog will be cleared by March. In the meantime, Caltrans will work with IT Division to issue the annual permits electronically.

Item #8 – CHP Escort Table Revision in Pilot Car Legend

Narayan Selwal, Permits Policy Branch Chief, presented three new Transportation Permits Policy Memorandum (TPPMs). The first TPPM is concerning the CHP Escort Table under Single Trip Pilot Car Legend. The revisions include paraphrasing the Note section within the table and adding 185' length requirement for Yellow route. Narayan asked CHP and CTPAC members to provide comments/input regarding the changes.

In addition, Thomas and Devinder explained the reasoning behind the changes.

Item #9 – Draft TPPMs

The second TPPM is concerning the existing TPPM 2009-04 Tridem bonus Purple – Equal Axles Weight Distribution for Hauled Vehicle. Currently, hauled vehicles with qualified bonus Purple tridem group may be allowed to redistribute weight between adjacent non-bonus Purple tridem group. In addition to bonus Purple tridem weight, the revised TPPM will also allow that hauled vehicles with qualified bonus Green tridem group to redistribute weight between adjacent non-bonus Green tridem group.

The last TPPM is related to the existing TPPM 2013-01 Minimum Axle Width for Tractor Drive Axles equipped with New Generation Wide Base Single (NGWBS) Tires. Currently, this policy allows for tractor drive axles equipped with NGWBS tires to qualify for straight Green weight. In addition to the straight

Green weight, the revised TPPM will also allow for tractor drive axles equipped with NGWBS tires to qualify for straight Purple weight.

Narayan asked CHP and CTPAC members to provide comments/inputs on the draft TPPMs by March 15, 2021, if possible. Following that, Caltrans will address the comments and finalize TPPMs and update Transportation Permits Manual subsequently.

An attendee asked if the NGWBS tires can be used on the lift axle of a 4-axle tractor. Joe Burns, Caltrans Permits Equipment Engineer responded that qualifying super singles will get the straight Purple chart weight provided minimum width of 445 mm or 17.5 inches. Lift axle still required to comply with TPPM 102-99 Lift Axles.

Loren Saben, from Bragg Crane/Heavy Transport, mentioned that they have several denied permits from 2/5/21 as permit writers using wrong TPPM requiring BP11 for four vehicle combination. Joe Burns acknowledged and appreciated Loren's help in drafting the tridem bonus policy. The permits office has several new permit writers and they are not familiar with the tridem bonus policy. To streamline the permit processing, the permit office just had an internal meeting with all the permit writers to clarify the confusion.

Item #10 – Public Comments

Suzanne Scheideker Cook, appreciated the help from Caltrans and wondered if a special permit can be issued to the overweight concrete pumps to travel in downtown LA. Narayan said that Caltrans will have a meeting between the Policy and Permits Issuance Branch to discuss about possible options and will provide an update soon.

Wes Mollno inquired the current STARS turnaround time. Thomas said that permit office is working overtime on weekdays and weekends to improve the turnaround time.

Item #11 – Summarize Action Items from Meeting

Eric summarized the following action items:

- 1) Eric asked members to provide comments on three TPPMs by March 15, 2021
- 2) Regarding the Red Route Proposal, Caltrans will explore options for SCCA.

Item #12 – Next Meeting

The next CTPAC meeting will probably be a virtual meeting as well. Tentative date is June 2021. If an in-person meeting is allowed, then the meeting will be at the Port of Long Beach.

Item #13 – Adjourn Meeting

The meeting was adjourned by Eric Sauer.

CTPAC Action Items

No.	CTPAC Meeting	Item	Due Date	Status/Notes
1	6/11/2015	All members to review the membership list and send updates to Eric S.	9/20/18	<p>On-going - Eric to finalize the list. <u>2/18/16</u>: Eric S. will update the membership list. Attendees will provide current contact information to Eric S. before leaving meeting. <u>6/9/16</u>: Eric S. is working on the list. <u>11/3/16</u>: Members to send updates to Eric S. <u>3/2/17</u>: Eric S. will take business cards, so he can update list. <u>6/15/17</u>: Eric S. will work on the list. <u>10/18/17</u>: Eric S. will cleanup list and send to Caltrans. <u>2/15/18</u>: Ongoing item. Remove Darren and add Summer. <u>9/20/18</u>: send to Eric and he will update.</p> <p><u>01/16/20</u>: Eric asked members to review the membership list and provide feedbacks.</p>
2	10/27/2015	Allowable axle loads on boom dollies should be referred to work group to be examined.	9/20/18	<p><u>2/18/16</u>: Greg D. requested to postpone this discussion until the next meeting. <u>6/9/16</u>: Greg D. will wait to discuss at the interim meeting. <u>11/3/16</u>: Greg D. was not present at the meeting. <u>3/2/17</u>: Table this item until the next meeting. <u>6/15/17</u>: Michael Vlaming will examine. <u>10/18/17</u>: Michael Vlaming was not present at meeting. <u>2/15/18</u>: Michael Vlaming defers to next meeting. <u>9/20/18</u>: Proposal not given. Mike and John Bray to work on proposal.</p>

No.	CTPAC Meeting	Item	Due Date	Status/Notes
				<p><u>01/16/20</u>: Michael Vlaming was not present at the meeting.</p> <p><u>10/01/20</u>: Michael Vlaming reported that the crane group is in the process of gathering data and information.</p> <p><u>02/16/21</u>: Michael Vlaming reported that the crane workgroup is working with Caltrans and making good progress.</p>
3	2/18/2016	Roundabout presentation - create advisory committee of CTPAC representatives (Leon F., Tim M., Lorin S., Curt W.)	9/20/18	<p><u>6/9/16</u>: CTPAC representatives have not been contacted.</p> <p><u>11/3/16</u>: Lorin S. will lead the group.</p> <p><u>3/2/17</u>: Establish workgroup for roundabouts and Lorin S. will lead this group.</p> <p><u>6/15/17</u>: Lorin S. is waiting for someone to contact him. Kien Le will share map.</p> <p><u>10/5/17</u>: Caltrans shared a map and list of roundabout locations via email.</p> <p><u>2/15/18</u>: Contact Eric S. of planning.</p> <p><u>9/20/18</u>: coordinate with Caltrans. Locations given.</p> <p><u>9/12/2019</u>: Roundabout Designers could not attend the meeting.</p> <p>Caltrans shares a list of roundabouts including the ones that are being constructed and proposed as on November 2017.</p> <p>Industry will provide a preferred route list to Caltrans' Roundabout Designers to evaluate.</p> <p><u>01/16/20</u>: Kien asked the committee to provide the most critical routes used. So Kien can share the information with roundabouts design teams.</p> <p><u>10/01/20</u>: No update.</p>

No.	CTPAC Meeting	Item	Due Date	Status/Notes
				<u>02/16/21</u> : No update.
4	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.	4/22/2019	<p><u>4/22/2019</u>: Caltrans will review further and provide response to requestor.</p> <p><u>9/12/2019</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.</p> <p>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. 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 will have an internal meeting to discuss the possibility of issuing a special permit or any other</p>

No.	CTPAC Meeting	Item	Due Date	Status/Notes
				options that can help the industry and follow up with SCCA.
5	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>
6	9/12/2019	Pilot Car Maps posted on Caltrans' Website	9/12/2019	<p><u>9/12/2019</u>: Single-Trip Pilot Car Maps were updated and posted on Website. Annual Pilot Car Maps will be updated and mail to annual customers.</p> <p><u>01/16/20</u>: All the documents posted on the Caltrans' website must be ADA compliant and it takes a tremendous amount of time. As a result, annual pilot car maps will not be posted on the website. Caltrans will send out the annual pilot car maps upon request.</p> <p><u>10/01/20</u>: Annual Pilot Car Maps will be updated soon.</p> <p><u>02/16/21</u>: Annual Pilot Car Maps are posted on the Caltrans' website.</p>
7	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</p>	<p>9/12/2019</p> <p>10/22/2019</p>	<p><u>9/22/2019</u>: Greg Sanden will contact Caltrans' Permit Office to resolve the issue.</p> <p>The sizes of the loads are widely various – Will look into details. Single trip permits might be issued.</p>

No.	CTPAC Meeting	Item	Due Date	Status/Notes
		framed flat rack to travel in the LA/LB Heavy Corridor.		<u>01/16/20</u> : Greg Sanden was not present at the meeting. <u>10/01/20</u> : No update. <u>02/16/21</u> : No update.
8	10/01/20	Port of Long Beach asked members to provide support letters regarding the expansion project on Anaheim Way and Farragut Avenue.	10/01/20	On-going <u>02/16/21</u> : No update.
9	02/16/21	Caltrans asked members to provide comments on three TPPMs by March 15, 2021.	03/15/21	On-going