

Group Memory
CTPAC
San Bernardino, Cal
January 26, 2006

Next Meeting dates

- Annual Meeting in Anaheim on Sept 8.
- January 26, 2006 in San Bernardino
- April 27, 2006 in Sacramento
- July 26, 2006 in San Bernardino
- September 27-28-29 Truck Show in Los Angeles
- October 26, 2006 in Sacramento

Desired outcome for next SC meeting:

Bin List & Great Ideas

1. Need to discuss representation on the steering committee – many “visitors” show up every time, some members are absent ...Need a process to identify membership. (Steve, November 2003)

Group Decisions

All decisions made will be double underlined in the body of the notes below.

1. (Date)

Document Register

1

Upshot

These are the assignments made at the meeting. As new ones are added they will be appended to the list. As assignments are completed they will be lined out with a ~~strike through~~, but left on the list until the next meeting. This will provide a running record of assignments made at these meetings.

From July 13, 2004

50	Vaughn	convene the Dual Lane Loading workgroup to get clear direction for CT (see discussion outline # 5) (variance between the two dolly groups when <15 feet wide -)	9/13 12/15/04 April mtg
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			July mtg Hold April 27 meeting
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From April 13, 2004 meeting

73	Eric	Send out letters to people on the roster ensuring they have been notified about meetings, and ensuring they are attending if they can, and are interested; or that they will send an alternate. (see discussion notes outline # - Include the League of Cities and CSAG. (see discussion notes outline # 3 & 15)	4/29/05
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From July, 2005 meeting

76	Anthony	Send methodology to Bob S and Vaughn and Chris Bragg (see discussion notes outline # 5)	7/18/05
77	Mary	send out the draft policy statement on Dual Lane loading to Eric and Vaughn. (see discussion notes outline # 7)	8/1/05
78	Mary	write up a draft Transportation Permits memorandum to modify the permit manual and submit to Kris Balaji for approval. (see discussion notes outline # 8)	8/1/05
79	Mary	Have Aaron draft a response to the Tridem Mixed Suspension to industry. (see discussion notes outline # 9)	8/15/05
80	Mike V	Suggest changes to the extra legal load permit policy guidelines discussed at the July meeting. Send to Mary F.	8/15/05 April 27 2005
81	Mary	Fixed Loads WG - Brief Kris on this and let him know work group is waiting for response.	8/15/05
82	Mary	let Aaron know that he needs to be at the meeting in September to discuss Chapter 3. (see discussion notes outline # 13)	8/1/05
83	Bob S	Set up a work group meeting between now and Sept on the Chapter 3 - show progress at truck show. (see discussion notes outline # -)	8/15/05
84	Mary	Facilitate a response to the increased overall length of	Sept 8

		mobile homes.	meeting.
85	Mary	Facilitate answer to "Increase the ten foot axle spacing limit to ten feet six on combination trailers"	Sept 8 meeting April 27, 2006.
86	Bob S	Convene a work group meeting to deal with the compliance program. (see upshot # 86)	hold

September 2005

87	Mary	Coordinate a meeting with Industry and Bill Saunders and vendor to get industry input. For TPMS. (see discussion notes outline # 10.4)	9/23/05
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From January 26, 2006

88	All for Eric	Need comments back to Eric Sauer on the draft Appendix 15 from industry (see discussion notes outline # 3)	Feb 17
89	James	Implement Tridem policy (see discussion notes outline # 4)	March 1, 2006
90	James	Implementation for Pilot car for "more than thirty foot overhang." And draft eliminate 105 foot max length and Appendix fifteen (see discussion notes outline #	April 3, 2006
91a	Anthony	Send out information to Crane group on methodology.	2/3/06
91b	Anthony	Call Mike re issues on crane group.	2/3/06
92	Matt	There will be work group set up with industry and work group and include Caltrans Structures Mtce, addressing concerns regarding the original "annual permit" proposal and work out CT concerns regarding pilot program for 7,8,9 axles. Matt will set this up.	2/17/06
93	Vaughn	Vaughn will get proposal to Anthony on dual lane loading by mid-March. Will include Anthony in phone meeting.	3/10/06
94a	Greg	Send out New Mexico Trunnion information	1/27/06
94b	All for Vaughn	Get comments back to Vaughn on trunnion issue so he can get the info to Anthony for the Seven Western States meeting.	2/10/06
95	Vaughn	contact James and set up work group conference call before mid-February. Variance work group needs to meet	2/15/06

		with James (see discussion notes outline # 12)	
96	Don	send out the permits manual update comparison file for the work group	2/6/06
97	Tom	Detours and Min- Max –check to see that these are dealt with in TPMS. Provide information to Eric Sauer for distribution.	2/3/06

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Critique from Sept. meeting:

What went well	What Needs Improvement
Exciting day – good dialog. Moved along. Good to see the Pool issues get discussed	Need to get more involvement in the committees. Need to introduce ourselves. Take a break.

Critique from January 26, 2006 meeting:

What went well	What Needs Improvement
Moved quickly Finished ahead of time	Need sign up sheet.

Caltrans Transportation Permits Advisory Council (CT PAC)

Purpose:

The purpose of the Caltrans Transporter Permit Advisory Council (CTPAC) is to provide a forum for government and industry viewpoints on State transportation permitting policies and procedures. Both Caltrans and industry believe that this is an effective way of understanding and improving the permit process. CTPAC representatives use council and steering committee meetings to update their members on changes and help resolve permit related issues.

1. Ground rules:
 1. 1. Begin and end on time
 1. 2. /No side conversation
 1. 3. Pagers and cell phones to stun.
 1. 4. Raise your hand when you want to talk;

1. 5. Speak up; silence is consent.

Times are suggested. Actual time will vary depending on the discussion. Meeting will end on time.

2. Opening remarks

2. 1. Replacement for Mary Frederick is James Anderson 916-322-4960
2. 2.

3. Caltrans Status of Items - -Appendix fifteen – James Anderson

3. 1. Appendix fifteen is in industry review; hoping for comments in February (see upshot # 88) Important to work with the permit writers on this and make sure they understand the need and intent of the policy. Target date is April 3 for implementation. (see upshot # 90)

4. Tridem Policy report. – We have conceptual agreement on this and are nailing down the final language. We hope for clean draft in a couple of weeks. Again we need to sit down with the permit writes and explain the need.

4. 1. Hope to communicate with 1st. the permit writers and have this implemented by first week of March.
4. 2. Issues with mechanical booster have been resolved. Placement of the booster creates distribution.
4. 3. Inspection procedure – some assurance that no axle will be overloaded. Tridem will not cause or allow any overweight condition on any axle or group of axles. No additional language should be needed.... Within the group you have to be within 10%.
4. 4. Lowest common denominator of the axle will control the rest.

4. 5. Outcome
 4. 5. 1. Waiting for implementation. (see upshot # 89)
5. Workgroup 14 – draft policy to eliminate 105 foot max length
 5. 1. Comments were due December 15
 5. 2. Outcome.
 5. 2. 1. Caltrans will try to implement by April 3. (see upshot # 90)
6. Workgroup 11 – Pilot car for “more than thirty foot overhang.”
 6. 1. Caltrans has draft policy for overhang more than 30 feet, and for drill rig with overhang more than 30 feet.
 6. 2. Outcome
 6. 2. 1. Caltrans has issued this to industry and hopes for comments by February 17, and try to implement by April 3. (see upshot # 90)
7. Work group 7 - Valid duplicate copies of annual permits –
 7. 1. Caltrans has asked for additional comments from the work group and will be working more with them.
8. Crane Group
 8. 1. Proposal has been reviewed by crane operators and industry –
 8. 2. There needs to be policy language written for industry review. After this, Caltrans will be able to implement the policy.
 8. 3. There is a draft methodology for this, but it was not written as policy document. It needs to be put into this format.
 8. 4. Outcome

8. 4. 1. Anthony will send out his working documents on this.
8. 4. 2. Anthony will work with Mike., call him to work out any clarification needed for this policy document. (see upshot # 91 a and b)

9. Annuals –

9. 1. Working directly with Caltrans.
9. 2. Working on a proposed pilot program to bring back 7, 8, 9 axle program.
9. 3. Working to get language to implement this in the south.
9. 4. Issue at last meeting regarding this item had to do with pilot cars.
9. 5. There is not a proliferation of these loads. We need to be able to utilize the permit writers to spend their time on the more difficult permits.
9. 6. Why would there be a difference of standards for a single permit than an annual permit for the same load, same bridge?
9. 7. Outcome:
 9. 7. 1. There will be work group set up with industry and work group and include Caltrans Structures Mtce, addressing concerns regarding the original annual proposal and work out CT concerns regarding pilot program for 7,8,9 axles. Matt will set this up. (see upshot # 92)

10. Dual Lane Loading / Vaughn Goodfellow

10. 1. This is currently in industry review.
10. 2. Need to involve the interested parties, and work this out with CT Structure Mtce. – Anthony.
10. 3. Outcome
 10. 3. 1. Vaughn will get proposal to Anthony on dual lane loading by mid-March. Will include Anthony. – (see upshot # 93)

11. Tridems

11. 1. There are issues with mixed suspension – takes too long to adjust. Takes fifteen or twenty minutes. and must remember that the trailer must be adjusted –
11. 2. Caltrans would like to see something that does everything automatically – distributes the load automatically.
11. 3. Tridem – 7 western states meeting on this topic in February.
11. 4. Outcome
 11. 4. 1. Greg needs to disseminate the New Mexico Trunion information so they can respond to Anthony on the Tridem issue. (see upshot # 94a)
 11. 4. 2. Vaughn will get the comments to Anthony on New Mexico Trunion information. (see upshot # 94b)

12. Variance/ Vaughn Goodfellow

12. 1. We need to work with Caltrans to get around certain issues relating to facilities p number of lanes, etc.
12. 2. Variance work group needs to meet with James to brief him on this issue.
12. 3. 16 max width has not been eliminated, but the 17 foot tall has been eliminated. On yellow routes, three or more lanes, difference between 16 and 18 foot width is the same. Both take two lanes.
12. 4. Outcome
 12. 4. 1. Vaughn will contact James and set up work group conference call before mid-February.. (see upshot # 95)

13. Fixed Loads WG

13. 1. Still working with CT on max. chart weight.

14. Status of Development of Transportation Permits Manual – Chapter 3 / Bob Shepard

- 14. 1. Comprehensive comparison between the new and old is being generated by CT so we can do a side-by-side comparison. This will be a word date.
- 14. 2. Outcome
 - 14. 2. 1. CT will send out the permits manual update comparison file for the work group. This will help the work group see where we sit, and respond back to CT. (see upshot # 96)

New proposals

15. Null and void for permit

- 15. 1. Issue: need to clean up the attachments to the CT permit – definition of null and void – some things should be permit violation, rather than null and void. Example – outside the time window on the permit. When null and void, we need to go back for new permit.
- 15. 2. Outcome:
 - 15. 2. 1. Work group 2 – permit manual work group will take this on – Greg will sponsor this item for the work group.

16. Permitting loads to the CHP Scales with excess permitted weight.

- 16. 1. Industry has a problem to find a scale to have loads weighed. This is directed mainly at fixed loads. Need to give people the opportunity to obtain a permit to get to a scale. Then, once at the scale, would not be able to leave the scale until they have their weight within compliance.
- 16. 2. It would help if CHP would be able to show weights when they go through the scales. This would cause congestion, and there is already a problem with the congestion issue at some

scales. At some scales, there is no weigh in motion – the truck would have to stop at each axle.

- 16. 3. This is allowed in Oregon.
- 16. 4. Outcome
 - 16. 4. 1. Work group 7 will take this on. They will work with CHP and Caltrans on a proposal. Greg will sponsor this proposal.

17. TPMS Update/ Caltrans

- 17. 1. Caltrans is working with Bently – there is a 100 page document describing the process.
- 17. 2. It is moving ahead. Still problems to work out.
- 17. 3. Hoping to implement new system in the fall of this year.
- 17. 4. Tom Wall is contact if you have any questions. His phone number is 916-324-9833
- 17. 5. Industry would like to meet with CT management on the roll out of the new system.
- 17. 6. Outcome
 - 17. 6. 1. Detours and for Min- Max – Tom will check to see that these are dealt with. (see upshot # 97)
 - 17. 6. 2. There will be more discussion on this in the April meeting.