

**CALIFORNIA TRANSPORTATION PERMITS ADVISORY COUNCIL
STEERING COMMITTEE MINUTES – JULY 11, 2012**

Purpose

The purpose of the California Transportation Permit Advisory Council (CTPAC) is to provide a forum for government, law enforcement, and industry viewpoints on State transportation permitting policies and procedures. The State of California Department of Transportation (CALTRANS), the California Highway Patrol (CHP), and the Transportation 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.

The CTPAC Steering Committee convened at noon. (The CTPAC Work Groups met prior to this meeting.) The CTPAC Work Groups met for the purpose of discussing the progress to date as well as the next steps in bringing their respective projects/proposals forward to the CTPAC Steering Committee for consideration.

Participants were:

- Greg Dineen, Greg Dineen & Associates
- Kien Le, CALTRANS
- Kris Kuhl, CALTRANS
- Kevin Keady, CALTRANS
- Darren Stauts, CALTRANS
- Leon Franks, Contractors Cargo
- Bob Shepard, Transportation Industry Consultant
- Bob Weyers, Heavy Transport
- Lorin Sabin, Heavy Transport
- Tim McVay, Marco Transport
- Steve Donnelly, CALTRANS
- Rocky Certaro, Jerr-Dan
- Tommi Tyler, Greg Dineen & Associates
- William Patchell, Over-Dimensional Transport Services

Suzanne Scheideker Cook was the Facilitator for the CTPAC Steering Committee.

Opening Remarks and Updates

Eric Sauer, California Trucking Association (CTA), and Kien Le, CALTRANS gave the opening comments. Mr. Sauer stated that participation from CALTRANS and the CHP was terrific today. Mr. Sauer would like to see 120+ participating at these meetings. Industry believes that this is a valuable venue for discussing and resolving issues. Mr. Sauer and Greg Dineen will continue to get the word out to Industry to increase Industry's participation.

Mr. Sauer suggested that each of the Work Groups should have a pre-meeting 4-6 weeks prior to the quarterly meeting of the Work Groups. These meetings should be a "check-in" meeting

to ensure that all of the issues have been fleshed out and are “good to go”. Mr. Sauer then introduced Kris Kuhl who is the Assistant Director of Office of Truck Services for CALTRANS. Mr. Kuhl stated that he has been with CALTRANS for approximately 30 years and one of his first assignments was with Truck Services. Mr. Kuhl thanked Mr. Le for taking on this challenging assignment. Per Mr. Kuhl, “Kien stepped up to the plate while he is acting Chief of Truck Services and has been doing an exemplary job.” Mr. Le wanted to echo what Mr. Sauer had said earlier regarding participation and thanked the new Industry participants.

According to CALTRANS, work continues to be done on the ATPS System. A consulting firm is being selected to assist in the business re-engineering. Another project that is going concurrently is the update to the route database. CALTRANS is looking to upgrade this database. When will the new permit system be put into place? Due to fiscal constraints, Caltrans is moving forward with this. Per Mr. Kuhl, Mr. Le turned this project around beautifully and the new permit system is on Caltrans’ radar. Industry wants to make sure that this is an efficient process and are willing to volunteer as business-users in testing different phases of the new system. A Business Process Review (BPR) is the best way to start any project in CALTRANS and this has been done for the new permit system. Industry asked “If the money/time is going to be spent on a route clearing database, why wouldn’t it be automated at some point?” Per CALTRANS, this is a complicated issue. One of the problems is in having the route database as one of the components in ATPS is that one of the functions of the route clearing database is done completely by hand and there is a disconnect between the two systems.

Per Mr. Le, the level of service provided by CALTRANS will increase since Truck Services has been able to backfill many of its vacancies. Mr. Le expects improvement in the permit process in the next few months due to the ability to backfill positions and that the new staff is gaining experience. Mr. Le requested patience from Industry during the continuing consolidation of the south and North Region Permit Offices. Mr. Kuhl added that CALTRANS has been fiscally constrained but that it recognizes that Truck Services is one of the priority areas because it is a safety and service issue. As the new Caltrans staff gains experience, the permit process will improve. Mr. Le also briefly discussed the Work Group meeting regarding the Permit Manual revisions. Caltrans is looking for language that makes the Manual more understandable. Industry wanted to know if Caltrans could do an e-mail blast to increase participation by Industry. Industry feels that an e-mail blast by Caltrans would be an effective way to reach prospective CTPAC members. However, CALTRANS thought that it would be better if Mr. Sauer and Mr. Dineen reached out to those that they work with in the Industry as potential CTPAC members.

There was no discussion regarding “Bin Ideas”.

Charter Review and Upshot Status

No Report.

Crane Work Group – Alvin Mangalindan, Chair

The Crane Group is targeting to get comments back from its members before the next CTPAC in November 2012.

Annuals Work Group – Tim McVay, Chair

Tim McVay gave the update regarding Annual Permits. The Work Group received the information from Caltrans regarding annual permit holders with the unladen 7, 8, and 9-axles with transponders (Matt Klenske stepped down as the Chair and Tim McVay is now the new Chair for the Annual Permits Work Group.) As soon as the Industry receives the information from the companies interested in participating in this program, it will meet with Case Systems so that a dollar cost can be calculated for this activity.

Tridem Work Group – Leon Franks and Doug Murray, Co-Chairs

No report.

Variance Work Group – Leon Franks, Chair

The issue regarding Tridem SP9 to SP 11 for routing on a 3-axle jeep with a 12-axle combination has not been resolved yet. The next step is for Greg Dineen to review the past discussions and meeting minutes and then brief the CTPAC members of his findings.

There was a meeting at CTA's offices in Sacramento. There was a miscommunication between the South and North Regions regarding the tow truck permits. Prior to the consolidation, each Region did their own permits with their own restrictions. When the two Regions were combined, the section of the policy governing tow trucks was omitted. The agreement was reached that the new policy includes the limit of how many miles a tow truck can haul one piece (state-wide). If they are hauling a tractor-trailer combination, they can only go 100 miles from their office of operation. (This language was initially dropped when the South and North Region were consolidated.)

Also, discussion continues on the hook attachment on the tractor known as an attachable tow unit (ATU). Per Caltrans, ATUs allow for multi-functions for the same vehicle. It is tough for Caltrans to issue permits on vehicles that have ATUs due to this. As long as tow trucks are hauling green weight, then they are okay. If tow trucks are hauling purple weight, then ATUs are not okay per Caltrans. Caltrans would consider purple weight for ATUs that are permanently bolted upon inspection. Some of the Industry representatives did not understand Caltrans' concerns on this issue. Industry feels that if a vehicle can be multi-dimensional, Industry should be allowed to take advantage of this functionality as long as each of the functions performed by this vehicle fall under the purview of the Caltrans Permit Program.

Fixed Loads Work Group – Greg Dineen, Chair - no report

Status of Transportation Permits Manual – Bob Shepard, Chair

Update was given by Bob Shepard and Keen Lee. Caltrans sent out 5 chapters for Industry's review and reiterated the goal which is that Caltrans expects only changes that facilitate understanding (readability). If it is a policy recommendation, then Industry needs to prepare a formal proposal letter to the entire CTPAC. Mr. Sauer asked if Mr. Shepard is still looking for

assistance in reviewing the Chapters. Mr. Shepard stated that he has not routinely sent out Chapters for review via e-mail and that only the Transportation Permits Manual Work Group members have reviewed the Manual to-date. Mr. Sauer offered to send out an e-mail to the upcoming conference participants to request volunteers for this project because Industry believes that additional feedback will strengthen the final product. It was agreed that Industry would have their comments on the Permit Manual by the end of September.

New Business and New Proposals

When will there be accurate measurements on clearances on bridges in the Caltrans database? Caltrans has a process that should be capturing the updates on structures. (There have been recent incidents where this is not happening per Industry and mentioned Fallon and the 580 as one example.) Caltrans said that Industry should e-mail the instances where they had problems with vertical clearance. CALTRANS discussed the ways that vertical clearance changes are done which is either through construction (construction sends any changes to Structures, Truck Services) or when Caltrans performs its two-year Federally mandated bridge inspection. If Industry is aware of these situations, please let Caltrans immediately. Industry asked for the name/contact information of the Caltrans point person for this issue. This information will be provided by CALTRANS to Mr. Sauer who will in turn send it out to the CTPAC members.

Review Action Items/Next Meeting

Action Item	Assigned to:	Target Date:	Comments
#1/Comments regarding Permit Manual submitted to Kein Le from Industry.	Industry	September 30, 2012	None.
#2/Send an e-mail out to upcoming CTA conference participants requesting volunteers to help in reviewing the Permit Manual.	Eric Sauer	To be determined.	None.
#3/Review past Work Group and Steering Committee minutes and correspondence regarding SP 9 routed as a SP 11.	Greg Dineen	To be determined.	None.

What Went Well?

- The facilities were very nice and close for those coming from Ontario Airport.
- The pizza was warm.

What Could Have Been Improved?

- More participants.
- Mr. Le will check to see if the tables can be reconfigured for the next CTPAC meeting held in Southern California.

The next CTPAC meeting will be November 14, 2012, with the Work Groups starting at 9:00 a.m. at the CTA Offices in Sacramento, California.

Eric Sauer made the adjournment at 1:15 p.m.