

2nd Bi-Annual Caltrans & CAL-ATSSA Meeting

6/21/2023

Participants

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Ben Jeffrey
Ben Lemcke
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Chip Sterndahl
Chuck.suszko
Cris Asuncion
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Horn, Sarah S
Jeff Shewmaker
Lee, Patrick
Nanugonda, Veera R
Phan, Philip
Richerd Wilmhurst
Tritt, Raymond S
Wang, Gordon
Woolsey, Lindsey R

Minutes

- SB-1 Update
 - Was passed back in 2017.
 - Funding for the maintenance of highways.
 - Fund projects, indexed the gas tax, predictable source of income that doesn't disappear.
 - Q – People are transitioning to Electric Vehicles, is this a concern?
 - This is a concern, it is impacting
 - There are some fees that are helping, but this will need to be addressed
 - Q - If striping up to standard is your goal, there will be a lot of projects that will be left unaddressed, how will we go about updating the striping to standard and keeping track of them to bring them up to current standard?
 - A – We will be addressing them as we have projects related to them
 - Q – we may end up spending more instead of just submitting a change order...
 - A – The majority of the delineation has been updated throughout the State, and the rest will be included in the future projects.

- LCP Tracker – Woolsey, Lindsey R
 - There are no changes planned to LCP tracker at this time, there are no anticipated changes to contractor's portal or any payroll entries.
 - If there are questions about the LCP tracker, a privately owned system, let us know and we will look into the issue.
- Annual Standards Specifications Update
 - Caltrans has gone to electronic specs. We have gone to annual updates
 - Less updates during the year, no more RSS, changes may need to be made through change orders
 - The 200 pages of RSS will no longer be in the Special Provisions. Special divisions will just be covering the divisions special to the project.
 - Q –will the Standard Plans be updated every year as well?
 - A – yes
- Equipment rental rates
 - Rates are not updated and it's hard to get updates
 - On an annual basis, the rental rate book is updated, we will do a mid-year update should the statewide year average of fuel prices is higher
 - Rates are based on a 1-year average, uses rates that are at the beginning of the year and takes a while to update
 - Miscellaneous rates are good for a year before expiring
 - Made an electronic process, Smartsheet data to capture the information
 - Until we can replace our old billing process, we will not be able to convert to the Samrsheets.
 - Q –did you say it was inevitable that we will be converting
 - A – It's not inevitable, would say that we are moving in that direction but am not currently comfortable saying it is inevitable
 - Comment from the industry - Very little is going to be found in the rental books
 - Devin Porr – we won't be able to envelope everything into the changes every year, but possibly we can look at the equipment that doesn't make the numbers to be updated but if standardly used, we can make that into something that is updated annually.
 - **ACTION ITEM:** We are planning to have another meeting to talk more in-depth on the rental Rates book.
- 2" Contrast Tape – 2-inch shadow stripe, California is the only state requiring 2in
 - Comment from the industry – issues related to tape, there appears to be a difference from other states.
 - Comment from Tape Contractor – Tape specification, everywhere else is 1.5in, California is 2in. the black contrast is a little bit different; the black is a little bit harder to cut through.
 - Camille – standard has 2in on each side. The tape is only used for 12 in lane lines.
 - Comment from the industry – Standard is currently 3in on each side
 - Comment from Tape Contractor – this has been addressed as there is no 3in
 - QA – They're going to correct the standard plans, however the changes will show up on the project plans at the moment

- Caltrans will have an In-House meeting to find out when the changes will make it into the Standard Plans?
- The beads are different in the High visibility delineation
 - Is it true, are they different from the other states?
 - Comment from the industry – we had issues a few years back and suggested Caltrans on a bead that was chosen.
 - Comment from Tape Contractor – Caltrans is very specific on what beads is used, what is on the products list. The only difference is (beads are available across the nation), we have 3 types of beads for the double drop method used in California. The specific California series, which California wants it very high, is 70% dry 30% wet. California series is used, other types of beads have different retroreflectivity, different states have different standards and other states may be on old standards. Other states tending to be changing towards the California standard
 - Dey, Sanchita – for all our thermoplastics, the spec calls for national standards, AASHTO, our specs call for 2 drop beads. Our state specs are for smaller beads and more roundness,
 - Comment from the industry – issue with the recipe, current spec is erroneous because it tells us what recipe to use, which is inappropriate, as other places have a different recipe as Caltrans suggests. Same recipe is given for the 3 different types of beads. Unable to achieve the results needed by following the recipe.
 - Camille- not needed to tell the manufacturer how to make the product, just what is the result required
 - Comment from Tape Contractor – This puts the responsibility on the manufacturer if Caltrans gives the manufacturer the numbers and recipe, and does not achieve the result required. So instead, the manufacturing should be given ownership to the recipe and Caltrans just to spec out the desired results.
 - Comment from the industry – Don't define the recipe, define the outcome
- (Topic must be discussed with another party, changes)
- Full closure for striping
 - Mentioned that other states are requiring full closures for striping, we do have lane closures, but not full closures
 - Comment from the industry – would prefer to have full closure for striping projects, however, is not reasonable, would be difficult to close highways
 - Q– is it possible to have a lane closure instead of a moving closure? As the problem with moving closure is that cars run over the striping and the tape ends up moving
 - Camille – yes, it is possible however the designer's specifications determine what is used
 - Q – it's possible to change it between static and moving lane closures, correct?
 - Comment from the industry –That's would has been done in projects, discussing the pros and cons of each (moving or static lane closure)

- Q– can we discuss and change whether static or moving is used during the operation without the change order?
- Camille – Yes, moving Lane Closure is included in the project plans and when it comes to choosing between moving and static closures, the RE and the Contractor can discuss and chose when the situation calls for it.
- Pay Estimate Visibility Concerns for the Subcontractors on Change Orders & Minor B Projects- For non contract...Change orders
 - Comment from the industry - Would like to see the ability for the contractor to see more information on the payment made
 - Chuck Suszko – information is not available as it is administered from other people and it is not in our system
 - Would suggest who the RE is, and communicate with the RE on the Change Order payment details.
- Removal of temporary painted striping / markings included in temporary price
 - When do you see removal as part of the item and when do you not see it as part of the item?
 - It is project by project depending on the situation and the number of times the lanes are shifted.
- Environmental Regulation Changes
 - California Air Resources Board (CARB) is vigorously working on eliminating our equipment. Paint and tape are likely to be the only striping option in the near future.
 - We are concerned about 3rd party engineering firms trying to control or slow our work and their education (limited in our field)
 - Comment from the industry – Opinion is we’re being forced, to move to electric vehicles, which would be very difficult to make it work
 - Older diesel trucks (before 2012) are not compliant vehicles anymore
 - Many industries are being forced to change by the environmental regulations and they aren’t ready for it.
 - Q- How we can help? A-
 - Issues will occur trying to use electric vehicles on projects, having to charge after a few hours as the equipment runs throughout the project
 - Recommend to look into this sooner than later as the changes are likely to come sooner than we expected
 - Next time will have a member related to the environmental regulations to have a more informed discussion on the state of the changes and the directions we will be heading towards
- Comment from the industry - Would like to ask ben Jeffrey if there has been any progress on traffic signals
 - There were some issues with the specifications in the use of the old terminology and technology that is no longer used.
 - Issues will be coming out and resolved in the next issue, moving forward, in 2025 edition of the Standard Specifications.

- Permit requires if there is lane closures, approved by engineer, signed
 - Caltrans currently not accepting anything other than signed plans
 - Ben Jeffrey would like to see better training, more specific than just a civil engineer, more specialized traffic control certified people drawing traffic control plans
- Pending Items
 - 2 in shadow stripes
 - Environmental
 - Rental rates book updates