

California Transportation Permits Advisory Council (CTPAC)

Steering Committee Meeting

Thursday, November 6th, 2025
10:00 AM to 12:15 PM

Location: Online Virtual Zoom

Meeting Summary

Item #1 – Welcome, Agenda and Purpose of Meeting

Eric Sauer, Chairperson of CTPAC and Chief Executive Officer of the California Trucking Association (CTA), welcomed the attendees. Eric thanked the industry and state agencies for attending the meeting. Eric invited everyone to start the meeting.

Item #2 Caltrans Updates

Thomas Schriber, Chief of Caltrans Office of Commercial Vehicle Operations, presented Caltrans update via PowerPoint slides and answered questions. Thomas thanked Narayan Selwal for acting as office chief while Thomas was on another temporary assignment, and he introduced three acting seniors.

Supervisory Staffing Changes: Devinder Sandhu was promoted to the Encroachment Permits and Outdoor Advertising office and now permanently gone. Hubert Dang is now acting for Devinder until position is filled. Candy Chiu moved to the Project Management team and Kiran Gopana is acting for Candy. Ai Tran is on temporary assignment with the American Disabilities Act Infrastructure Improvement Program, and Kishore Gorle is acting for Ai Tran.

State Budget: State budget is affecting permit turnaround time and overtime hours. Permits office is receiving minimum amount of overtime hours. The overtime is used mostly for emergencies. Some vacancies were lost and will not be backfilled. Other vacancies in office are still available, and Caltrans is working to hire new employees to backfill these vacancies. There are not any funds available for contracts.

Positive News: We received approval to move forward on updated Caltrans Transportation Permit System (CTPS). This was approved at Caltrans and at Agency. Next step is to search for funding. Currently, Caltrans does not have state money to fund the project. CHP continues to apply for grants for new

technologies. Such as brake check system, dimension scan check and Caltrans projects.

Kishore is working with IT to make improvements on Annual Permit System. Caltrans have been still using old system to print out Annual permits and mail it, but we are moving forward to electronic systems to reduce turnaround time. Kishore is also doing training sessions for construction liaisons to improve their work.

Question: from Eric Sauer. How much success or priority to seek funds for transportation systems?

Answer: by Thomas Scriber. We are seeking funds. We are looking to get state funding since federal funds are not available. We are ready to receive funds when opportunity present itself.

Item #3 CHP Updates

Sergeant David Torres is a replacement for David Kelly. He mentioned that CHP doesn't have updates on grant funding and is waiting for new information on it.

Question from a CTPAC member: How does CHP enforce permit loads and especially 4 axle trailers with permit load, that are traveling without a permit?

Answer: CHP issues a citation when they see violation. Quad axle trailers are not common in Sacramento area.

Question to Caltrans: How are quad axle trailers permitted?

Answer: Caltrans doesn't permit weight on quad axles.

Question from public: What does CHP do to stop overweight 4 axle trailers that travel without permit and abuse the system.

Answer from CHP: If the vehicles go through scales and have a violation, they are placed out of service. CHP person on sight tracks that the issue is corrected, before trailer can leave scale facility. These vehicles are placed out of service. If the trucker violates out of service order, and are stopped again, the citations increase. CHP is unable to track everyone and monitor violators at some facilities, but CHP tries their best to catch all violators. CHP will notify their staff to monitor quad axle vehicles more closely and will provide instructions to staff.

Question to public from CHP: Are there any specific routes that this issue is common?

Answer: Port of Long Beach, and HWY 50.

CHP takes all reports seriously. CHP is aware of this issue and is working hard to fix this issue. The ones that are getting caught are getting hit with large fines.

If this violation with illegal pusher axles and quad axles becomes regular issue the enforcement is increased in the area to counter issue.

Item #4 Roundabouts on the State Highway System (SHS)

Emily Abrahams presented Caltrans' stakeholder engagement portal.

Caltrans has developed a Stakeholder Engagement Portal to help the public stay informed and participate in roundabout projects or any other projects on the State Highway System. The portal consolidates all engagement resources in one place, making it easier to connect, learn about projects, and provide input, and can be accessed at <https://engage.dot.ca.gov/>. Although not all plans and projects are currently posted and full integration may take several years, the public is encouraged to use the portal. Emily provided a live demonstration showing how to navigate the site—searching for roundabout or bicycle projects through the “Plans” and “Projects” tabs or by using map, district, or county filters—and highlighted features such as submitting feedback through surveys and subscribing for notifications.

Question from Narayan. Is there a way to notify the public before project is built. For example, send a message to CTPAC team?

Answer: Emily: We will try our best to inform public as soon as possible.

Question from Suzanne: Few years ago, there was a situation where roundabout prevented movement of turbines. Members of CTPAC came up with a configuration that would accommodate most of oversize loads. Was this developed configuration added to Caltrans manual and is it used now?

Answer. Narayan: We coordinated with the Caltrans Design Office to add a new oversize-vehicle design template to the Caltrans Highway Design Manual, and all designers statewide are now required to use this as the minimum standard when designing new roundabouts on the SHS. The template can be customized, based on historical permit data for a specific highway segment, to allow larger vehicles on a case-by-case basis. Thomas added that the design manual will accommodate 80-85% of loads. Windmill blades are long and may not be accommodated. Thomas also asked industry and roundabout office to take into account other structures such as single point Interchanges and other structures that could be an issue for oversize industry when they are newly built.

Item #5 Structures

Raha Hezar informed about Vincent Thomas Bridge. The deck replacement will begin next year: the bridge will be restricted to legal vehicles only during construction time until 2027.

Item #6 TPPM Proposals by a CTPAC member, Lorin Sabin

Lorin pointed out that the industry side is preparing TPPM proposals to eliminate

Inspection Report Requirements for Standard Trailer Configuration for STARS2 Platform along with the following.

- Lorin Sabin and Working groups proposed the elimination of inspection report for standard configuration vehicles such as heavy haul trailer combinations. There are more permit denials because permit writers rely on inspections.
- Second proposal is to eliminate kingpin restrictions for steerable "semi" trailers. Workgroups are working with Matt from Faymonville to solve this issue. Steerable platform trailers have longer kingpin, but they steer better and can make better turns than shorter or standard 53/40 KPRA trailers.
- Third proposal is to allow multiple tri-dem axle groups in a multi-vehicle configuration. Currently only two bonus tridems per combination is allowed. Original draft revised 2013 is still causing problems. Policy for two tridems maximum is arbitrary and doesn't make sense. The reason to have 25 feet distance between bonus tridems is not clear. Why was this distance selected?

Lorin didn't present the draft in the meeting, but rather informed that the industry will share proposed draft with Caltrans and CHP once the draft TPPMs are ready.

Comment: Eric thanked Lorin for being engaged.

Narayan: Caltrans is open to working with the workgroups to solve the issues and help industry. We will be happy to see proposals from the industry. We met with Faymonville representatives who demonstrated trailer steer capabilities.

Thomas: The proposed policy will apply only to steerable axle, single lane trailer.

Question: Will this proposal be ready by the Jan 7th CTPAC meeting?

Answer: Yes, workgroups are trying to prepare it as soon as possible.

Question in Chat: Is it possible to harmonize with other surrounding states regarding legal multi-axle combinations?

Answer: Yes, we are working with other Western states to harmonize the permitting process. Other western states, such as Oregon and Washington have less structures than California, and may have less regulations.

Comment from Lorin: industry is waiting on Caltrans actions on platform trailers.

Comment from Benjamin Andrade: Glad we are addressing Platform Trailers, really appreciate that! Getting max weight in Arizona (60,000 a Tridem) meanwhile only straight in California (52,500 a Tridem) needs to be addressed.

Question from Mike Piazza: What is Caltrans definition of a platform?

Answer: There is no policy for the platform trailer which needs to be established. Caltrans will review the draft TPPM from the industry and will go from there.

Item #7 Construction Zone Restrictions/Annual Permits

Presented by Kishore Gorle, Branch Chief – Annual Transportation Permits, Caltrans

The PowerPoint presentation was focused on resident engineer and construction liaison coordination in relation to road closures due to construction or maintenance of highways. Notice of change in clearance must be submitted at least 15 days in advance. Early notice will provide construction liaisons time to update the routing database and annual weekly restriction list. If 15-day notification requirements are not met, there could be serious consequences and risk of structure damage. Work zone Clearance/ Impact on lane closures.

Thomas commented: There were times when Caltrans didn't know about the restrictions or closures on highways so help from public is appreciated.

Question from Susane: Would this training be helpful if done to construction community and CHP. Are you willing to give this PowerPoint presentation to construction team. Arrange training with Contractors and Susan.

Item #8 Workgroup Updates

a) Crane

Nothing to report.

b) Annuals

Lorin: I received emails that Annuals are taking long time to be mailed. Sometimes, after they are mailed, they are sent to wrong carriers.

Answer from Caltrans: Kishore: it's not common that annual is sent to wrong address. But permit writers will be informed about the issue.

Comment from public: No one answers the phone to get the problem fixed.

Answer: All phone numbers are on web, if you cannot reach permit writer, please call Manager or best way to contact us is through e-mail. One of the best ways to reach us is to call main phone line at (916) 322-1297 that is covered 8-5pm, Mo-Fr.

c) Fixed Loads/Tow Trucks

No issue with tow trucks needing the inspection reports. When vehicle and inspection report change hands, is there a need for reinspection? Industry is not sure where we left off.

Answer from Caltrans: when the vehicle changes the ownership or company name is changed the vehicle needs to be reinspected.

d) Variance

Lorin: we are getting reports that it takes too much time for variance permit to be issued.

Thomas: We were unable to replace one of the Variance vacancies. James Kid is the lead for Variance and there are some people helping him.

Lorin: Is it possible to expedite simple variances that don't require CHP, and have these loads sorted out and placed in front of the permit of the line? Is it possible if these could go through STARS? Is it possible to get someone to go through permits to sort out simple Variances to avoid waiting.

e) Inspection Report

Comment: From Benjamin Andrade (Monarch Heavy Haul)

Ran into an issue now for the first time ever, where the permit writer kept denying us for the inspection report being addressed to the owner of the trailer, even though we are leasing it. Writer suggested we reinspect the trailer.

Comment form industry: California uniquely requires equipment inspection reports for oversize permits on trucks and trailers, unlike other states. With modern systems and more accurate weight software, could this requirement be reconsidered and potentially phased out?

Thomas answered: We are moving this way. Modern system would do the role of inspection, but we don't have that modern system currently.

Item #9 Caltrans Action Items Updates

- Chapter 10 TPM Revision. Narayan presented the overview of the revision . Electronic files will be shared with the industry for review and comments. Chapter 1 – Minor update. Anything related to the fax machines will be deleted from CH 1, no policy changes, it will be small revision in this chapter, since fax was retired.
- Route Reclassification update
 - D1 Mendocino County Route Changes
 - D2 Plumas County Route Changes
 - D6 Fresno County Route 198 CA-Legal to STAA
- Inconsistent inspection report denials
 - To avoid inconsistent denial within the office, all vehicle inspectors follow the same procedures and policy for inspection.
 - A common email: PermitVehicleInspectors@dot.ca.gov is used in communication, and all vehicle inspectors be on the same page.
 - Often cases, delay or denial occur due to the customers not sending the required information.
 - Caltrans works with customers to help correct all inspection forms.

- Some vehicles cannot pass inspection due to noncompliance with the policies or the California Vehicle Code.
- Reach out to Vehicle Inspectors if there are any questions.

Question from Industry: How many inspectors are currently performing these inspections for CA?

Answer: We hired new vehicle inspector, and he is being trained. We also have Ihar, Thanh and Mohammad working on vehicle inspections daily.

- The lift axle policy was explained.

Item # 10 Public Comments

No comments

Item # 11 Summarize Action Items

1. Caltrans is to share draft Chapter 10 and Industry is to provide comments/feedback by December 31, 2025.
2. Caltrans to revise Chapter 1 and publish it.
3. Industry to prepare the following TPPMs proposal and submit to Caltrans
4. Eliminate Inspection Report Requirements for Standard Trailer Configuration for STARS2 Platform
5. Eliminate kingpin restrictions for steerable "semi" trailers
6. Allow multiple tri-dem axle groups in a multi-vehicle configuration

Item # 12 Next meeting date, time, and place

Next CTPAC meeting in Coronado San Diego.

Date - Wednesday, January 7th, 2026

Time - 1:00 PM - 4:00 PM (PST)

Location: Hotel Del Coronado, San Diego

Item #13 Adjourn

Meeting was adjourned by Eric Sauer

CTPAC Action Items:

<u>N o.</u>	<u>CTPAC Meeting</u>	<u>Item</u>	<u>Status/Notes</u>
<u>1</u>	<u>11/06/25</u>	Request for the list of special funds Susane	
<u>2</u>	<u>11/06/25</u>	Lorin will send proposal for TPPM and justifications	
<u>3</u>	<u>11/06/25</u>	Wait for the list of comments from Hayden. Then address questions in chat and provide answers to committee as soon as possible.	
<u>4</u>	<u>11/06/25</u>	Ch 10 need review of comments in one month Dec 15th .	
6	07/08/25	Inconsistent Inspection report Denials	10/ 22/25 Resolved Policy and Compliance office conducted internal training to educate inspectors to avoid inconsistent inspection report denials.
7	4/22/2019	Electronic intake for annual and repetitive permits.	01/16/20: 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. 06/17/21: Caltrans is working with IT Division to develop an online system that allows the customers to submit the permit applications electronically. 11/06/25 Electronic intake complete