

California Transportation Permits Advisory Council (CTPAC)

Steering Committee Meeting

Wednesday, January 7th, 2026

1:00 PM to 4:00 PM (PST)

Location: Hotel Del Coronado
1500 Orange Ave, Coronado, CA 92118

Meeting Summary

Item #1-Welcome, Purpose, Introductions

Eric Sauer, Chair of CTPAC, opened the meeting and greeted everyone. Eric informed everyone that CHP could not attend this in-person meeting and if CHP has any updates, it will be sent later by email. Eric Thanked the group for attendance and invited new participants. He added that it is hard to create group like this one and if we lose it, we may not be able to create it again.

Item #2-Otay Mesa CVEF – Project Update

Caltrans District 11 Presentation

The Project Manager of the new Otay Mesa Commercial Vehicle Enforcement Facility (CVEF), Ryan Fallica, greeted everyone and briefly explained what his office does and provided coverage of projects in the San Diego area. Nikki Tiongco, from District 11 also greeted everyone and informed the group about completion of many projects as of August 2025. The Otay Mesa East project was in planning stage for 20 years and now finally is in the construction phase. This project is economically good for the nation.

Ryan gave a recap on California Mexico border. This is one of the busiest points of entry in the world. The project team for the Otay Mesa project is very big and includes many stakeholders. It includes the US General Services Administration, CBP (Customs and Border Protection), CHP (California Highway Patrol), SANDAG (San Diego Association of Governments), and many contractors. He provided an overview of the benefit of the project. Some of the benefits are reduction in waiting time and reduction in greenhouse gas emissions. The new facility will eliminate huge waiting lines that could last for up to 4 hours. Creating this new facility will create a relief for the current delays. It is estimated that about 1.5 million trucks move in each direction at the current port of entry. The uniqueness of the facility is that it will use advanced travel information and will shorten the

delay to 20 min. Nonintrusive inspections are the way to expedite construction time. This facility is expected to be opened by the end of 2028.

The explosion of trade with Mexico in 2015 created the need for this facility. Mexico is one of the top trade partners of the US. This project will create supply chains, create jobs, and benefit both the US and our partner Mexico.

New alignment of Highway 11 and other segments was developed. Construction began in November 2025. CVEF will be built at this location in collaboration with CHP and SANDAG.

Otay Mesa CVEF project is designed to allow expansion if needed. If the industry grows, it can be expanded to fit more capacity. Funding for maintenance and expansion is planned to be provided by the facility itself. Ryan showed some images of the project design and the area. There will be an area for enhanced inspections. The CHP facility will also be built up to standards with all components necessary for CHP to work effectively. More information can be found at: <https://www.sandag.org/projects-and-programs/featured-projects/sr-11-otay-mesa-port-of-entry>

Question: From industry – Was oversize vehicle access considered while constructing this new facility?

Answer: Nikki – No, not going to be considered at the opening date, and it may be considered in future.

Question: Was data for the requests for oversize permits in the area gathered?

Answer: No, not yet, but funds were granted to do an analysis of the oversize loads for the trucking industry in this area.

Item #3-Caltrans Updates

Thomas Schriber, provided updates on automated permitting software and other plans for 2026. Microsoft Copilot was given to us last month.

Reimbursement of the cost of procuring transportation permitting software was applied for, but we received notification that CA will not receive any federal grants. Grant funds that CHP received were also stopped because CA was found out of compliance. Getting permission was big hurdle. 2025 we finally heard yes, but funding was not granted.

Upgrading Transportation Permit System:

Thanks to Narayan and Kishore lots of work was done, so the work can hopefully begin in July.

Question: Could it replace Virtual Vehicle Inspections?

Answer: Yes. Will include auto issue system.

Question: Will automated system include the annuals?

Answer: It is possible that all types of permits will be considered similar to other states.

Question: Will some members of CTPAC be able to participate and help with automated system?

Answer: Yes.

Question: How much money is needed to purchase automated system?

Answer: about \$1.8 mil

Comment by Caltrans: All these funds needed to get the AASHTOWare software on board.

- The discussion with vendor will happen and we will go from there.
- Nothing is final for now, since we don't know what the vendor can do.

Question: Will Caltrans attend WASHTO and visit automated system vendors to see what will work for CA?

Answer: We need permission to visit WASHTO. For now, we were denied the trip.

Question: Can industry do anything to keep the ball going?

Answer: In next few months we will give updates, and we will go from there. Any help will be appreciated.

We lost 4 vacant positions permanently and there are increased demand for permits. There were 13% more transportation permits issued in 2025 than in 2024.

Question: Could the denied permits go to some Caltrans people for double check before they get denied. Can denials be previewed by managers?

Answer: yes, Ihar is doing quality assurance for denials.

Question: With shortage of staff, can virtual inspections be eliminated? Some inspections take long time to be completed.

Answer: Until we get a better system the inspection program cannot go away. No other state does equipment review or inspection reports, but they all have automated permitting systems (except for Hawaii and Vermont). Safety inspections are done by Highway Patrol in other states and CA.

Question: Will overtime be permitted to clear the permit backlog?

Answer: Permit office overtime was stopped because we already used all the overtime allocated this fiscal year. We are borrowing overtime from other units sometimes to clear backlog.

Question: Is there overtime allocated for annual permits? Is the office vacancy disappearance causing other positions not to be filled on time? Is office vacancy not being filled on time causing the delay?

Answer: We had about 2500 hours per year of total office overtime. Vacancies disappearance was not linked to position not being filled on time. The positions disappeared because of the budget cuts.

Question: How can the industry focus its efforts to help Caltrans with faster issuance of permits?

Answer: Industry may not be able to help with faster permit issuance, but we are getting overtime hours from somewhere to help our office and hiring to fill vacancies that weren't eliminated.

Director of Caltrans is in support of our automated permit program to resolve the backlog issue.

Item #4-CHP Updates

CHP representatives could not attend this meeting in person.

Item #5-TPPM Presentations

Lorin: We are shooting for self-issuance software for permits.

We had number of discussions on how this saves time if inspection reports program was closed.

We are still working on the proposals for platform trailers and regarding the inspection reports.

We are proposing to eliminate inspection reports for Towed, legal weight loads. Because currently, they are built in factory and not custom made as it used to be.

The denial of permits has been an issue. The permit will be denied even with inspection report attached. If new dolly is inserted or the trailer is inspected for purple weight but requesting green later, or any other reasons.

KPRA limits are not restricted in other states, but in CA the industry is required to prove on how trailer got to CA. Should trailers with extralegal KPRA be permitted as they are in other states?

Item #6-Workgroup Updates

- **Crane**

No updates

- **Annuals**

No updates

- **Fixed Loads / Tow Trucks**

No updates

- **Variance**

Industry: We had couple of major projects.

Caltrans: We have multiple single trip writers who are helping the Variance permit group.

Raha from Structure Office: loads over 800,000 lbs will take longer time to complete the structure review.

For purple 13 axle loads check if you are on purple routes. Since we check for substructure and it requires additional review.

Reach out to Raha for questions or check on the structures.

Lorin: There are few areas in CA that are impactful. We often need to work with engineers at construction sites to get through some of the construction sites. In some areas such as Rio Vista and Hwy101 there is no route out or in.

Caltrans: To receive most up to date information please contact one of our 4 construction Liaisons. Have construction liaisons address such issues.

Industry: Sometime permit writers do not look at note area of permit, and don't see RE's contacts and they deny a permit.

Industry received duplicate of the Variance and work was done twice. This is a waste of resources. It appears that the variance permit may be pulled out twice.

Can industry help with Caltrans procedure? Can industry have some type of meetings where industry could talk to permit office and help Caltrans?

Comment: It's a good idea to enlist people from the CTPAC group to help Caltrans with office procedure improvement. Help industry to help Caltrans.

Moving forward Raha would send email to CTPAC for bridge rating downgrading.

Inspection Report

- **Inspection Report**

No updates.

Item #7-Caltrans Action Items Updates

Transportation Permit Manual (TPM) Updates

TPM Chapter 1 revisions are complete. Fax machines are gone, and the manual reflects that change. Chapter 10 manual (TPM) was finalized. Both chapters will be published soon. Variance chapter could be next.

Caltrans QuickMap updates:

Narayan demonstrated some updates on Caltrans QuickMap and reiterated that QuickMap is available in both Web and Mobile versions. Members were encouraged to download the App and use it. This has a lot of good information for truck drivers.

Information about the trucker is available in the Commercial Vehicle Layer, such as Truck Route Network CVEF, also known as Truck Weigh Stations locations, Truck Escape Ramp location, Terminal/Service Access locations, and overweight Corridor routes for the State Highway System. Recently, District boundaries were also added.

Next update coming: 45' Buses and Motorhomes map will be integrated into the QuickMap in future. With that, all truck routes and bus route maps will be available in Caltrans QuickMap.

Item #8-Public Comments

Question: What were the positions that were lost?

Answer: Office technician that was answering phone calls, variance, single trip, and annual positions were lost. Phone calls now go through call center.

Comment from Industry: Permit turnaround time is huge for industry; industry is losing money because of delays.

Item #9-Summarize Action Items

1. Eric will send email to CHP. To ask for updates and comments for the meeting.
2. Work with Caltrans to establish Office Procedure Improvement work group.
3. Suzanne is going to send emails about construction and RE.
4. Bridge downgrade rating will be sent to Erick by Raha.
5. Lorin will prepare new TPPM and distribute to the group and industry and then send it to Caltrans.

Item #10-Next Meeting

Probably North California? Let's plan for March or April. Plan for Sacramento location.

Item #11-Adjournment

Eric reminded the new members to interact and be involved in CTPAC group.
Meeting adjourned by Eric Sauer.

CTPAC Action Items:

<u>No.</u>	<u>CTPAC Meeting</u>	<u>Item</u>	<u>Status/Notes</u>
	<u>1/7/26</u>	Raha will email new bridge downgrade ratings to Eric	Ongoing
	<u>11/6/25</u>	Lorin will send proposal for TPPM and justifications	1/12/26 The proposal is emailed to Caltrans
	<u>11/6/25</u>	Wait for the list of comments from Hayden. Then address questions in chat and provide answers to committee as soon as possible.	12/31/25 Completed
	<u>11/6/25</u>	Ch 10 need review of comments in one month Dec 15th.	12/31/25 The deadline to submit comments Chapter 10 revision is complete and revisions are published.
	<u>7/8/25</u>	Inconsistent Inspection report Denials	10/22/25 Resolved. Policy and Compliance office conducted internal training to educate inspectors to avoid inconsistent inspection report denials.