

California Transportation Permits Advisory Council (CTPAC)

Steering Committee Meeting

Thursday, May 28th, 2026
10:00 AM to 12:30 PM (PST)

Location: California Trucking Association
4148 E Commerce Way, Sacramento, CA 95834

Meeting Summary

Item #1 – Welcome, Purpose, Introductions

Eric Sauer, Chair of CTPAC, opened the meeting and reviewed the mission of the CTPAC group.

Item #2 – Caltrans Updates

Thomas Schriber provided updates on AASHTOWare Permit Routing Software. It will be coming to the Caltrans Transportation Permit Program but faces some challenges. New employees were hired in our office to replace employees who retired or moved to different positions.

Thomas shared slides about transportation of the Artemis 2 Capsule and thanked Dan Campbell with Frontier Heavy Haul & Support for providing amazing images of it.

New types of hybrid trucks with battery-attachment units are being planned in California, allowing their batteries to be replaced easily.

Mobile Barrier trailers are also operating in California. The owners are seeking annual permits, but the dimensions exceed the allowable trailer, overall and KPRA lengths.

Thomas shared the news that today, May 28, 2026, is his last day at work before he retires. He has worked at Caltrans since 1991 and has completed countless projects and managed many programs.

Item #3 – CHP Updates

David Torres reported that CHP created a new policy for automated trucks and near zero emission vehicles to use escape ramps. The system was standardized and new ramps were added. There is a form that needs to be used to report escape ramp use.

Permit violation reports are getting updated. There will be more information on the form, and the incidents will be reported more quickly to Caltrans. CHP had approximately 10 reports over a 6-month period. The incidents were crashes, bridge hits, and forged permits.

CHP encourages the industry to reach out to them about any issues. This interaction with industry could help CHP understand industry needs and work on a solution.

Question from industry: What is CHP currently doing to stop 4-axle trailers that are illegally operated, while local trucks that obey the law are losing out on contracts?

Answer by CHP: If the illegally operated 4-axle trailers go through a CHP facility, they are stopped and issued a citation. On the road, regular patrols would not stop them because permit violations are addressed by commercial officers only. The 4-axle trailer violators are getting smarter and try to avoid going through scale facilities. There is no way to get them all, but CHP is getting some of them.

Question from industry: There are many 4-axle trailers moving from Stockton to Sacramento on Highway 5, with fake permits or without a permit entirely. Can CHP add check points near Twin Cities area to catch these violators? Specifically focusing on 4-axle trailers?

Answer by CHP: The only way to find these violators is to stop them and check their permits. CHP commercial division is experiencing a shortage in workforce as there are about 20 commercial officers across CA. Specially allocated funds will be needed to set up additional check points. Limited funds are given to CHP to utilize in many different areas where needed.

Eric Sauer will communicate to the industry and get the word out that it is illegal to have extralegal weight on 4-axle trailers. No weight permit is available on 4-axle trailers.

Question from industry: Can CTPAC or CTA put a formal request to help allocate the funds for permit enforcement? In general, 9-axle vehicles should not be permitted on Highway I-5 from Stockton to the Sacramento area. Fines may not stop the problem because many violators often take fines because they get paid more in load delivery earnings.

Item #4 – Legislative and Regulatory Updates

Nick Chiappe: updates on what CTA is engaged in. Covering some bills:

AB2012 by Hoover. Housing package. Increase the efficiency of mobile homes. Streamline annual permits. CA has objectives for new housing goals. Lower-cost affordable options. Bill passed and is heading for the Senate for approval.

SB922 by Lare: Fee for using streets. No fees on motor carriers unless it's a special permit.

AB 1777 Robert Garcia: Warehousing. Expand CARB authority to set new fees to track indirect sources. CTA is trying to kill this project. Last year, a similar project was stopped.

REGULATORY: English language proficiency is enforced by CHP.

Other news: DEA reclassified some cannabis products.

Item #5 – Industry Issues

Industry informed CTPAC that Lorin apologizes for not being able to attend the meeting.

Issues:

1. Industry needs to have a follow-up meeting to discuss any proposal
2. Delays to complete inspection reports
3. Permit application turnaround time is long
4. Crane profiles are looked at differently by different inspectors

Answer by Caltrans: The long-term solution to solve these issues is to wait until automated permitting software is created. The short-term solution is to contact permits office and work together to find a solution.

The industry asked the permit office to avoid being an enforcement agency and remain policy and compliance. Look for errors rather than look at whether the applicant is trying to hide the information or provide incorrect equipment dimensions. Industry is being checked at scale facilities and will receive huge citations if information on permit application is incorrect. When Caltrans is asking applicants to change the provided information, is Caltrans accepting the responsibility for the load? Instead of making assumptions, industry asked permit writers to call them to clarify things and trust provided information as industry understands the responsibility to provide correct dimensions and descriptions.

Question from Industry: For permit applications, why do photos matter? Industry proposed to remove photo requirement from the manual for permits.

Answer by Caltrans: In some cases, the pictures are needed to verify if the load is divisible or not. To remove the photo requirement, changes to the office manual would need to be made.

ACTION ITEM: Remove photo requirements from the permit manual. Remind permit writers not to enforce. Don't ask why load is on a certain type of trailer. Make changes to the permit manual to accommodate new technology and equipment.

Item #6 – Workgroup Updates

- **Crane**

Mike has requested a meeting with Caltrans permit office to discuss a special repetitive permit for cranes. **Action Item:** Schedule meeting. Email chain was started on 05/28/2026.

- **Annuals**

Subgroup can be dissolved if there are no issues. Hubert Dang is the contact person for annual permit questions. Caltrans resolved many issues regarding annual permit delays. Overall, the annual system has been improved in the last few months. Reeve Trucking will lead the group.
(Person Conran)

- **Fixed Loads / Tow Trucks**

No updates

- **Variance**

AASHTOWare may resolve some problems with annual and variance permits.

- **Inspection Report**

No updates.

Item #9 – Recognition of Thomas Schriber's retirement

Congratulations Thomas!

Item #10 – Public Comments

Reve Trucking Comment: The Fort Bragg area has CA Legal routes. Some areas are restricted to CA Legal only and no one can get a trailer to those locations. Suggestion: let single trip permits have an option to temporarily permit STAA trucks on CA Legal routes. Single trip permits should go anywhere in CA, if there are issues with a turning radius or opposing lane encroachment, let CHP escort these loads.

Variance permits are being delayed. There is a 30-day window for permit writers to process the permit, but often this process takes longer because of the route complexity or other issues.

Question from industry: Who is watching the variance program when it is behind?

Answer: Kurt Weiermann is overseeing the variance program. Pavement reviews are taking more time to do.

Question: What makes variance permit go to pavement analysis?

Answer: Concentrated loads – when the axle spacing is close together, it makes

the load focused in one area on the pavement.

If Encroachment permits are needed, the Variance permit takes even longer to complete. Wait time for encroachment permits is 60 days to complete.

Item #11 – Summarize Action Items

1. **ACTION ITEM:** Eric Sauer will communicate to the industry that it is illegal to run an overweight permit on 4-axle trailers.
2. **ACTION ITEM:** Industry will send an email to CHP with a list of vehicles that are not supposed to be on certain segments of the road.
3. **ACTION ITEM:** Remind Variance permits writers that permits can be issued 3 business days prior to a move.
4. **ACTION ITEM:** Look into making single trip permits take less than 24 hours to complete. Develop a system to screen for simple permits to be issued quickly.
5. **ACTION ITEM:** Include Division of construction in the CTPAC meeting to resolve the issues with REs. This can be done before the next CTPAC meeting.

Question: Why are Resident Engineers not returning phone calls? Permits are expiring because REs are not responding. Matter of communication. There is no accountability for REs or Caltrans.

Answer: REs move all the time. Sometimes there are no REs available. Caltrans is doing its best to always have someone available.

6. **ACTION ITEM:** Single trip turnaround time is always long. Companies are trying to do business. For the last 3 years, the industry has received the same answer that Caltrans is short-staffed. These are the suggestions on how to improve the process: 1) Take the enforcement from the permit writer and let CHP do it (turnaround time will improve); 2) Make changes to the permit manual to accommodate new technology and equipment; 3) Remove photo requirements from the permit manual.

Item #12 – Next Meeting

Next meeting date, time and place. CTPAC could plan for January 19, 20, or 21 at Monterey Plaza Hotel and Spa. Final date and times will be sent to CTPAC later.

Item #13 – Adjournment

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. 05/28/26 the proposal was not received by Caltrans.
	<u>5/28/2026</u>	Eric Sauer will communicate to industry that it is illegal to run weight permit on 4 axle trailers.	
	<u>5/28/2026</u>	Industry will Send to CHP email with list of vehicles that are not supposed to be on certain segments of the road.	
	<u>5/28/2026</u>	Remind Variance permits writers that permit can be issued 3 business days prior to the move.	
	<u>5/28/2026</u>	Could system be developed to screen the simple permits to be issued quickly?	
	<u>5/28/2026</u>	Include division of construction in the CTPAC meeting to resolve the issues with RE. This can be done before next CTPAC meeting.	
	<u>5/28/2026</u>	Improve permit turnaround time. Make changes to the manual to accommodate new technology.	