



FREIGHT MOVEMENT- CALIFORNIA UPDATE

**Eric Sauer, Vice President Policy and
Government Relations California Trucking
Association**

CALIFORNIA TRUCKING ASSOCIATION BACKGROUND

- Statewide organization representing trucking companies for 81 years.
- Represent over 1,100 trucking companies that operate over 350,000 trucks in California. Largest state trucking association in the country.
- Provide legislative and regulatory representation, advocacy, training, education, public relations, image enhancement and leadership development.
- Represent Fortune 500 companies IE: UPS, Fed-Ex all the way down to single truck operators.



IMPORTANCE OF TRUCKING IN CALIFORNIA

- Nearly 80% of California communities depend on trucks to service their communities.
- CTA members haul 90% of manufactured tonnage in California.
- Over 1 million trucks operate in California daily.
- 1 out of every 20 working Californians is directly employed in the trucking industry.
- If you bought it a truck brought it!!!



HURDLES IN CALIFORNIA

- Compliance with current regulations
 - On Road Truck and Bus Regulation
 - Drayage Truck Regulation
 - Transportation Refrigerated Unit
 - AB 32 GHG Reduction Measures/Low rolling resistance tires, 53ft trailer side skirts.
 - CTA supports compliance/enforcement of current regulations.



WHAT'S NEXT-WHAT'S BEING DISCUSSED

- Governor's Executive Order on Freight
100K Zero Emissions Vehicles by 2030
- Statewide Environmental Policy Goals
 - - 40% GHG by 2030
 - -80% GHG by 2050
 - Zero Emission “last mile delivery” rule
 - Plug In-Electric Stand-by TRU
 - Emission caps at ports, warehouses, airports, railyards?



WHAT'S NEXT WHAT'S BEING DISCUSSED

○ Last Mile Delivery Rule

- Requires use of low nox engines and or the purchase of zero emission trucks for class 3-7 last mile delivery IE: parcel delivery trucks.
- Phased in approach with these vehicles for applicable companies beginning in 2020.
- Option purchases are being reviewed by ARB now.



WHAT'S NEXT WHAT'S BEING DISCUSSED

- What is a Facility Emissions Cap
 - Freight facilities attract trucks, ships, trains, forklifts, TRUs, etc. Facility owner would have an obligation to reduce these emissions as an indirect source.
 - CARB collects data and performs surveys on freight hubs this year to support development of facility based rules.
 - Air districts statewide are required to feasible measures to meet attainment goals.
 - How is it going to work? Could lead to patchwork of regional rules.



TRANSPORTATION FUNDING

- Transportation investment shortfall in California is more than \$100 billion.
- California ranks last LAST in pavement conditions and highway spending per capita.
- Governor called for a transportation “special session”- Reconvenes in November.
- Many transportation funding proposals have been introduced- none have been successful...yet.
- CTA supports a higher fuel sales tax.
- Wants weight fees to go towards their intended purpose.



TRANSPORTATION FUNDING- CONTINUED

- Road Charge Pilot Program-
- Senate Bill 1077 (2014)
 - Road Charge Technical Advisory Committee
 - TAC consisted of 15 members
 - Gather public input
 - Met throughout the state in 2015
 - Public comments were received at each location

Address privacy and data security-

(low tech/high tech options)

- Implement pilot- July 2016 (legislation called for January 2017).
- Report findings- July 2017 (legislation called for June 2018).



TRANSPORTATION FUNDING CONTINUED

- Pilot consists of 5,000 + participants
 - Variety of options to track miles during pilot
 - Low tech and high tech options
- 55 trucks are participating in pilot.
 - All segments of the industry are represented
 - Free administrative services are provided to commercial participants
- CTA supports participating in the pilot...does not support VMT.
- http://www.dot.ca.gov/road_charge/



CALIFORNIA TRANSPORTATION PERMIT ADVISORY COUNCIL

- CTPAC was established in 2003.
- Forum for extra legal haulers, stakeholders and government agencies to discuss issues and work on improving.
- Trucking companies, construction firms, trailer manufacturers, permit services, local government, Caltrans and CHP are partners in the process.
- Meet 3x a year- Split between North and South.



CTPAC CONTINUED

- Proposals go through the CTPAC process-
 - Work groups are established and include applicable agency for their input.
 - Current CTPAC Work Groups Include:
 - Crane WG
 - Annual Permit WG
 - Tridem WG
 - Variance WG
 - Fixed Loads WG
 - Transportation Permit Manual WG**



CTPAC CONTINUED

- Work groups will develop a proposal and submit it into the CTPAC process.
- Initially it must be approved by the CTPAC Steering Committee.
- Full Approval by CTPAC is required/Denials must have justification from applicable agency.
- Following approval Caltrans implements into its policies and procedures.



CTPAC CONTINUED

Common issues discussed at each CTPAC meeting

- Automation of transportation permit system/Industry supports. Improvement of service.
- Permit fees- Too low? Industry supports a higher permit fee as long as certain conditions are met.
- Escort requirements.
- Consolidation of North and South Regional Permit offices.
- Embracing of technology- Virtual inspections/Utilization of handheld devices.
- Increase interest and attendance at CTPAC meetings and process.
- <http://www.caltrans.ca.gov/trafficops/permits/cac.htm>



THANK YOU

- QUESTIONS?

- Esauer@caltrux.org

