FREIGHT MOVEMENT-
CALIFORNIA UPDATE

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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.
Road Charge Pilot Program -

Senate Bill 1077 (2014)
  • Road Charge Technical Advisory Committee
    o TAC consisted of 15 members
  • Gather public input
    o Met throughout the state in 2015
    o 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/](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.
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](http://www.caltrans.ca.gov/trafficops/permits/cac.htm)
THANK YOU

QUESTIONS?

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