

March 12, 2018



The Honorable Freddie Rodriguez
California State Assembly
State Capitol, Room 2188
Sacramento, CA 95814

The Honorable Eloise Gómez Reyes
California State Assembly
State Capitol, Room 2175
Sacramento, CA 95814

SUBJECT: AB 2564 (Rodriguez) – SPONSOR

Dear Assemblymembers Rodriguez and Reyes:

The California Trucking Association (CTA) is proud to **SPONSOR** Assembly Bill 2564, which will protect both California’s environment and economy by deterring the use of non-compliant glider vehicles.

The CTA is the nation’s largest statewide trade association representing the trucking industry. Established in 1934, our 1,400+ members represent all segments of the industry, including both small and mid-sized family owned companies headquartered in California as well as large logistics providers in the Fortune 1000.

A glider vehicle (“glider”) is a truck that utilizes a previously owned powertrain (including the engine) but which has new body parts. Engines utilized in gliders can lack modern emission controls, resulting in up to 450x the diesel particulates of a compliant truck. To address this growing air quality and public health concern, federal regulations adopted in 2016 capped production of glider vehicles that were not equipped with stringent particulate and NOx controls. In November of 2017, the federal Environmental Protection Agency (EPA) announced that it was proposing to rollback the restrictions on the production of heavy-duty glider vehicles.

While non-compliant gliders will be illegal to operate in California due to our strict in-use regulations, EPA’s rollback on gliders will likely overburden the State’s enforcement staff unless fleets are strongly deterred from utilizing them.

Setting a minimum civil penalty, designed to eliminate any economic advantage gained by purchasing a non-compliant glider, in excess of other existing civil and administrative penalties, will send a clear message to those who might seek to break California law.

As Attorney General Xavier Becerra wrote in a press release “Repealing the Glider Rule is bad for our environment, for the health of our families, and for truckers and shippers who play by the rules and operate trucks with cleaner fuel-burning engines.” We agree and are grateful for your leadership in protecting both the air quality in the communities in which our members work and live and the billions of dollars compliant truckers have invested in cleaner technologies.

For the reasons outlined in this letter, the CTA is proud to **SPONSOR** AB 2564 (Rodriguez).

Sincerely,

A handwritten signature in cursive script, appearing to read 'Ar Sam', is written in black ink.

Eric Sauer, Senior Vice President of Government Affairs
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