



August Industry Hot Topics

California Trucking Day is upon us- This year's Trucking Day at the Capitol is scheduled for Tuesday, August 29th in Sacramento. As of this post, there over 90 CTA members who have registered for the event, 30 more than the 2015 Trucking Day. Great speakers are scheduled to present prior to the Capitol visits including Secretary of Transportation Brian Kelly, Assembly Transportation Committee Chair, Senate Transportation Committee Chairperson Jim Beall and others. Topics that will be discussed throughout the day include, AB 301 CTA's sponsored bill which attempts to address the significant delays prospective drivers face when trying to take their drive test, SB 1 Transportation Funding Package and many others. There is still time to register. Contact Heather Ward for more information at hward@caltrux.org.

USA Today news Series "Rigged" - As most CTA members have already seen recently, USA Today has begun doing a series of stories regarding the "abuses" of owner operators particularly servicing the ports. CTA, HTA and ATA have responded by questioning what's included in the series. CTA has been briefing its Intermodal Conference members throughout the process.

Transportation of HazMat Materials County Enforcement Issues- If you have received a letter from any County in the Bay Area vicinity informing you of concerns they have with you transporting Hazardous materials related products let CTA know immediately.

Road Charge Proposal for Trucks- As you know CTA has been an active member of the California Road Charge Technical Advisory Committee (TAC) since its inception in 2015. SB 1077 directed Caltrans to study a "road charge" type system as a possible substitution to the gas tax as a mechanism to fund California's roads and infrastructure. Part of the requirements outlined in SB 1077 was to establish a TAC and Road Charge Pilot Program and study the results of the Pilot and provide a report to the Legislature for their review and consideration. CTA's Board approved CTA being a member of the TAC and to have the pilot include a study of heavy duty commercial vehicles. 55 trucks were included in the pilot, all of the companies that participated in the pilot program were CTA members. The current Pilot program was completed earlier this year. The report is being prepared and will be reviewed by CalSTA (State Transportation Agency). Upon review, CalSTA will then

send the report to the Legislature. CTA has been approached by CTC staff and other legislative transportation stakeholders to consider a legislative proposal that would grant the authority for Caltrans (or another state agency) to lead and develop a phase in of road charge for commercial vehicles. The bill would ensure that the state agency works with the trucking industry on the design and development of the program through a public process including voluntary participation. The proposal would make the road charge (pay by the mile) revenue neutral IE: equivalent to fuel excise taxes. CTA will be meeting with its Highway Policy Committee on August 25th where it will be seeking a recommendation from the Committee on the proposal.

EPA “Revisit” of Phase II for Trailers May Result in California Standard for Trailer Purchasers- EPA recently announced its intent to “revisit” portions of their Phase 2 fuel efficiency rules as they relate to trailers and glider kits. CARB has already announced its intention to consider a rule that would require trailer owners to retrofit trailers which would have otherwise been subject to the EPA manufacturer rule. CTA is monitoring this situation closely and will continue to advocate for a manufacturer driven, national standard.

CHP Proposes Regulation for BIT Inspection Priority -CHP has introduced regulation BIT Terminal Inspection Selection Process. As you will recall, the CTA worked with the CHP to pass AB529, which transitioned BIT from the time-based Biennial Inspection of Terminals program to the performance-based Basic Inspection of Terminals program. These regulations are intended to memorialize the data-driven process which will be used to identify higher-priority terminals for inspection.

CARB/AQMD Aims Sights on Ports, Railyards and Warehouses- CARB has announced a series of workshops and community outreach meetings to discuss further measures to reduce health risk surrounding freight facilities. In March of next year, CARB staff will report back to the Board regarding their findings. At that time, the Board may direct staff to pursue rulemaking on facility caps/ISRs or other facility based rules. South Coast AQMD is returning to their Board on a similar request in April of next year.

Additionally, as part of the Cap and Trade deal, AB617 requires CARB to prepare a statewide strategy to monitor and reduce emissions in highly impacted communities by October 2018. These freight facility efforts are being portrayed as part of AB617 implementation.