



**MEETING REPORT OF THE HIGHWAY POLICY COMMITTEE OF CALIFORNIA
TRUCKING ASSOCIATION: June 26, 2019**

Fontana, CA

CHAIR: Jose Ortega, Foster Farms
VICE CHAIR: Devon Ades, Apex Logistics, LLC
STAFF: Eric Sauer, Sr. Vice President of Government Affairs

Approve April 2019 Meeting Report

A motion was made and seconded to approve the April 2019 meeting report.

DMV Update

Andrew Conway, Deputy Director of Registration Operations, spoke to the committee. He gave an update on DMV related activities and efficiency/process changes that DMV is working on. Current processes they are working on include motor carrier permit assistance and medical certification process improvement. Andrew is also in the process of hiring someone that can deal specifically with motor carrier industry issues. Other items he gave updates on include: REAL ID, DMV's legislative agenda, and DMV/CARB Compliance that begins in 2020. Many of the items Andrew covered were also discussed during the recent CTA meet and greet with the Interim DMV Director.

CTA staff let members know that the annual Motor Carrier Industry Meetings will be resurrected. The next DMV Motor Carrier Industry Meeting will be in 2020.

Highway Policy Legislative Update

CTA staff discussed the two bills pertaining to the committee: AB 158 and AB 321. AB 158 would have required the Department of Transportation to work with CHP and their stakeholders to conduct a study evaluating the capacity of the state to provide adequate parking and rest facilities for CMVs. The bill has died and will not move forward in the legislature. AB 321 would allow power units to be exempt from sales tax as long as 50% of the power unit use is outside of California. The bill passed the Assembly and continues to move forward through the Senate.

Split Roll Initiative Update

CTA staff gave an update on the \$11 billion split roll property tax initiative that will be on the November 2020 ballot. The California Democratic Party has endorsed the initiative and California Business Roundtable is opposed to the initiative because it is unaffordable and costly. CTA is in discussions with the California Business Roundtable to see how and if the industry can help. Over \$50 million needs to be raised by the business community to fight the initiative.