ASSEMBLY TRANSPORTATION COMMITTEE

INTEGRATED FREIGHT PLAN UPDATE

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Competitiveness Factors

- Recognize Trucking's Standing in California
- Infrastructure Concerns
- Where Are We With HD ZEV Deployment?
- Avoid Stranded Assets
- Technology Development Roadmap
- "Do No Harm" & The Facility Emissions Cap

Trucking in California

- 33,000 California based trucking companies
- 622,000 Californians are directly involved in trucking operations.
- Trucks Haul 90% of the Manufactured Tonnage in California.
- 80% of California communities depend exclusively on trucks to move their goods.

(Source: American Transportation Research Institute

Threats to California's Leadership Role

- Customers Demand Reliability & Predictability, but Congestion and Infrastructure Concerns Are Growing Obstacles.

- Poor Infrastructure Conditions Leading to Lost Productivity and Economic Contraction.

$4.1 Billion in Annual Costs Due to Congestion

54.8 Million Hours of Excess Travel Time

California Annual Truck Delay Costs

Location	Annual Trucking Delay Hours (In Thousands)	Annual Trucking Congestion Costs (In Millions)
LA/Long Beach/Santa Ana	29,936	2,290
San Francisco/Oakland	8,442	643
San Diego	4,123	314
Riverside/San Bernardino	4,124	310
Sacramento	2,268	172
San Jose	1,990	153
Bakersfield	553	41
Fresno	547	41
Lancaster/Palmdale	312	24
Stockton	483	35

Source: Urban Mobility Report: Texas Transportation Institute

TCIF- Trucking Mobility Focus

- Projects that maintain and rehabilitate the corridors of statewide significance for roadway goods movement should be prioritized in the TCIF.

  (I-710, I-5, I-80, I-10 and S.R. 60)

- Set-Aside for Bottlenecks of Interregional and Intraregional Significance.

Deployment: Where are We? Zero-Emission Trucks

Table ES- 1: Summary of BEV Deployments and Technology Readiness Levels

Vehicle Type	Technology Readiness	Number in Service	Notes
Medium-Duty (8,501 to 14,000 lbs. GVWR)	Limited Commercial Availability	300+	Focused on delivery service
Heavy-Duty (> 14,000 lbs. GVWR)	Demonstration Phase	2 Drayage 1 Refuse	13 Class-8 Trucks under construction

- Approx. 1 million "conventional" trucks operate in CA
- ZE truck deployment is **LONG-TERM** project
  - Technology costs more, does less

Avoid Stranded Assets

- Truckers face multiple, overlapping regulations/standards.
  - $1 billion/year for cleaner equipment

- As today's cleanest technology is deployed, ensure reasonable, minimum standard of "useful life"
  - Allows California companies to recoup their investments.

Technology Development Roadmap

- Incentivize and deploy the cleanest available technologies until ZEV is widely commercially available in the marketplace.

- In the meanwhile, plan to develop zero-emission technologies:
  - Involve end-users, manufacturers
  - Balance resources between deployment/demo
  - Clear milestones for market feasibility, cost-effectiveness

“Do No Harm”

- Boost jobs/economy, decrease pollution
  - Offset costs, to greatest possible extent, through smart rule design and incentives
- Concerns w/ Facility Emission Caps
  - Onerous rule to cap port, warehouse, distribution center emissions could delay shipments, deter investment.