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EXECUTIVE DIRECTOR

Roger Dickinson

December 14, 2017

To: Mary Nichols, Chair, and Members of the Air Resources Board

**Re: 17-12-4: Proposed Fiscal Year 2017-2018 Funding Plan for Clean
Transportation Incentives**

Dear Chair Nichols and Members:

Transportation California is a coalition of construction industry contractors, materials suppliers, labor organizations, and other entities which support advocacy on behalf of and public education about our transportation system. As you may know, we have been dedicated for many years to increasing investment in our transportation system and were strong proponents of the Road Repair and Accountability Act, SB 1, and supporters of the extension of the Cap and Trade program through AB 398. We also participated in the discussions about the Cap and Trade Expenditure Plan adopted by the Legislature in September.

In particular, we note that the Cap and Trade Expenditure Plan approved by the Legislature and signed by the Governor includes "infrastructure" that supports reducing Greenhouse Gas Emissions (GHG's) in goods movement. Specifically, we believe that at least a modest amount of funding should be targeted at programs which would reduce GHG emissions, benefit disadvantaged communities, create jobs, ease traffic congestion, and help move goods more efficiently.

At present, there are two active freight-related plans: (1) the California Sustainable Freight Action Plan (Action Plan), and (2) the California Freight Management Plan (CFMP). The Action Plan, established under Executive Order B-32-15, directed state departments to develop an integrated action plan by July, 2016 which "establishes clear targets to improve freight efficiency, transition to zero-emission technologies, and increase competitiveness of California's freight system." The CFMP was developed consistent with federal law, MAP-21, to address congestion, a major issue for trucks traversing Southern California, in particular. The CFMP includes 707 projects across the state, addressing all freight modes.

We urge that Cap and Trade funds be allocated to the Action Plan to accelerate selected projects in the Advanced Technology for Truck Corridors Pilot Program that will enhance goods movement in major freight corridors. These projects might include the I-710 Zero Emission/Near-Zero Emission Truck program, the I-710 Integrated Corridor Management project (ICM), or components of the Freight Advanced Traveler Information system (FRATIS).

We also urge be allocated to the CFMP for selected projects which will reduce congestion and bottlenecks on the freight transportation system. Such an allocation will allow acceleration of previously identified projects which will enhance economic competitiveness by collaboratively developing and operating an integrated, multimodal freight transportation system that provides safe and sustainable freight mobility.

Hopefully, approaches such as those we have suggested above will be able to be accommodated within the staff proposal. While we recognize that a major point of emphasis is replacing older vehicles with newer near-zero or zero emission vehicles, we also realize that older vehicles will be part of our goods movement transportation fleet for years to come. Moving those vehicles in a more efficient and therefore lower emitting manner can also significantly contribute to reducing GHG emissions and benefiting disadvantaged communities.

Thank you for your consideration of our comments. We look forward to working with the staff and Board in the future on this important matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Roger Dickinson", written in a cursive style.

Roger Dickinson
Executive Director, Transportation California