



# Safety Policy Committee

January 21, 2021



# Housekeeping Items



## Committee Members

Please activate your webcams  
Remember to unmute before  
speaking



## Non-Committee Members

Please deactivate your webcams  
Please utilize the chat function  
to ask questions or make  
comments

# Committee Members

**Jason Altnow**  
**Richard Bartolic**  
**Steve Blanchard**  
**Ed Boe**  
**Hillary Booth**  
**Lynnette Brown**  
**Kyle Check**  
**Randall Clifford**  
**Wes Curtis**  
**Bill Day**  
**Greg Dubuque**  
**Ron Faulkner**

**Alex Gilmete**  
**Deanne Glover**  
**PeggySue Harper**  
**Jay Johnson**  
**Stacy Knight**  
**Bob Massman**  
**Jovan Mata**  
**Sean McKenry**  
**Chris McNatt**  
**Tom Mueller**  
**Jose Ortega**  
**Tim Pollock (Chair)**  
**Judy Trainor-Jenkins**

**Bud Wallace**  
**Sarah Wellman**

# Agenda

- **Call meeting to order, roll call for committee members, and self-introductions**
- **Read CTA's Mission Statement**
- **Meeting Guidelines**
  - A. All anti-trust guidelines must be followed.
  - B. No action will be taken on any item not on the agenda.
  - C. CTA members may attend any committee or conference meeting but only committee or conference members have the authority to vote.
- **Approval of November 3, 2020 Meeting Report**
- **New Business to be Added to the Agenda**
- **Autonomous Semi Truck Update- Embark**
- **CTA Litigation Update: AB 5, CTA v. DLSE**
- **2021 Safety Policy Committee Legislation - Update**
- **COVID 19 Vaccine Distribution**
- **Hours of Service Implementation (Intrastate)**
- **Adjourn**

# CTA Mission Statement

The California Trucking Association promotes leadership in the California motor carrier industry, advocates sound transportation policies to all levels of government, and works to maintain a safe, environmentally responsible and efficient California transportation goods movement system.

# Autonomous Semi Truck Update

Presentation from Embark

# CTA Litigation Update

- AB 5
- CTA vs. DLSE

# 2021 Safety Policy Committee Legislative Update

- **New Transportation Committee Chairs for both Senate and Assembly Transportation Committees**
- **Senate Transportation Committee Chair- Lena Gonzalez (SD 33- Long Beach, South East Los Angeles Cities)**
- **Did you know? Her father was a long time truck driver!**

**Assembly Transportation Committee Chair- Laura Friedman (AD 43- Eastern San Fernando Valley, Burbank, Glendale, partial Hollywood Hills, partial East Hollywood)**

**CTA has had meet and greet with Asm. Friedman**

**Meet and greet with Senator Gonzalez will occur in early February**



## California's COVID-19 Vaccine Plan

After healthcare workers and long-term care residents, the next to be vaccinated will be individuals who have higher risk for severe disease or death (due to age or other factors), who are unable to work at home, who live or work in geographic areas that have been highly impacted, or who are most likely to spread disease to other workers or to the public.

These individuals will be prioritized as follows:

Phase 1A	Phase 1B	Phase 1C
<p>About 3 million people</p> <hr/> <ul style="list-style-type: none"><li>• Healthcare workers</li><li>• Long-term care residents</li></ul> <p>See <a href="#">CDPH Allocation Guidelines for Phase 1a</a>.</p>	<p><b>1B Tier One:</b></p> <ul style="list-style-type: none"><li>• Individuals 75 and older</li><li>• Those at risk of exposure at work in the following sectors: education, childcare, emergency services, and food and agriculture</li></ul> <p><b>1B Tier Two:</b></p> <ul style="list-style-type: none"><li>• Individuals 65 -74 years of age</li><li>• Those at risk of exposure at work in the following sectors: transportation and logistics; industrial, commercial, residential, and sheltering facilities and services; critical manufacturing</li><li>• Congregate settings with outbreak risk: incarcerated and homeless</li></ul>	<ul style="list-style-type: none"><li>• Individuals 50 -64 years of age</li><li>• People 16-64 years of age and have an underlying health condition or disability which increases their risk of severe COVID-19</li><li>• Those at risk of exposure at work in the following sectors: water and wastewater; defense; energy; chemical and hazardous materials; communications and IT; financial services; government operations / community-based essential functions</li></ul>

# COVID 19- Vaccination for Industry

Phase 1B Tier Two includes transportation and logistics industry

CTA has met with the Administration to discuss roll out for industry

Working with members on distribution concepts

# HOS Final Rule Implementation

- Effective September 29<sup>th</sup> for Interstate Operators- CHP is now enforcing the new rules for interstate HOS
- Four major changes in the new HOS rules;
  - Short Haul, 30-Minute Break, Split Sleeper Berth, Adverse Driving Conditions

	Previous Requirement	New Requirements as of 9/29/20
<b>Short-Haul Exemption</b>	May not be on duty for more than 12 hours of driving or drive beyond a 100-air mile radius.	Distance limit extended to 150-air miles and maximum on-duty period lengthened to 14 hours.
<b>Adverse Driving Conditions</b>	May not drive for more than 2 additional hours, no extension to maximum driving window.	Extended by 2 hours the maximum driving window.
<b>30-Minute Break</b>	Drivers must take an off-duty break of at least 30 minutes if more than 8 consecutive hours have passed since the last off-duty or sleeper-berth period of at least 30 minutes.	If property-carrying CMV driver has driven for 8 hours without at least a 30-minute interruption, they must take a break of at least 30 minutes which can be satisfied by a non-driving period (off-duty or in sleeper berth) or on-duty not-driving.
<b>Split-Sleeper Berth</b>	Drivers must spend at least 8 consecutive hours (but less than 10) in sleeper-berth, which does not count as part of 14-hour window. A second, separate rest period must be at least 2 (but less than 10) consecutive hours, which does not count as part of 14-hour window.	Drivers may split the required 10 hours off duty into at least 7 consecutive hours in the sleeper-berth and no less than 2 consecutive hours, either off duty or in the sleeper-berth. Both periods must equal 10 hours. Neither period counts against a driver's 14-hour driving window.

# HOS Final Rule Implementation

- **Timeframe for implementing for Intrastate HOS in California:**
  - Per California regulations- CHP has up to 3 years to implement
  - Have received many calls from CTA members asking when HOS for intrastate will be enforceable
  - Concerns, questions from Committee on timeframe?
- ***UPDATE-***
- ***Per Safety Policy Committee request, CTA met with CHP to inquire about timeframe of Intrastate HOS adoption.***
- ***CHP is targeting by end of 2021 to adopt HOS for intrastate.***