California Freight Advisory Committee

July 7th 9:00-11:00am
July 8th 3:00-5:00pm
House Keeping

- Please make sure your full name and the name of your organization are displayed.
- Use the “raise hand” function if you would like to speak. Dial *9 to raise your hand if you are calling in from a phone.
- A recording of this meeting will be available two weeks from today. We will send a follow up email with the link when it is ready.
Agenda Overview Day 1

• 9:00 to 9:10: Call Meeting to Order
  • Jeanie Ward-Waller, Deputy Director, Planning and Modal Programs, Caltrans
• 9:10 to 10:35: Statewide Truck Parking Study Workshop
  • Dan Andersen, Senior Transportation Project Manager, Cambridge Systematics, Inc.
  • Lila Singer Berk, Transportation Analyst, Cambridge Systematics, Inc.
  • Jim Brogan, Executive Vice President- Integrated Planning & Policy, Cambridge Systematics, Inc.
• 10:35 to 10:40: 5 Minute Break
Agenda Overview Day 1

- 10:40 to 11:00: FHWA, CTC, CalSTA, and Caltrans Updates Q&A
  - Antonio Johnson, Planning & Air Quality Team Leader Federal Highway Administration - California Division
  - Hannah Walter, Associate Deputy Director, California Transportation Commission
  - Matthew Yosgott, Deputy Director of SB 1 Programming at California Transportation Commission
  - Avital Barnea, Deputy Secretary for Transportation Planning, California State Transportation Agency
  - Marlon Flournoy, Chief, Division of Transportation Planning, Caltrans
- End of Day 1: Reconvene at 3:00pm tomorrow July 8th
Agenda Overview Day 2

• 3:00 to 3:45: Freight Automation: Dangers, Threats, and Opportunities for Health and Equity Presentation
  • Jessica Tovar, Project Director, Moving Forward Network
  • Martha Ockenfels-Martinez, Research Associate, Human Impact Partners
  • Joel Ervice, Associate Director, Regional Asthma Management and Prevention

• 3:45 to 3:50: 5 Minute Break
Agenda Overview Day 2

- 3:50 to 4:35: Port Congestion Panel Discussion
  - Hannah Walter, Associate Deputy Director, California Transportation Commission
  - Giles Giovinazzi, Senior Advisor, California State Transportation Agency
  - Frank Ramirez, Director of Goods Movement and Sustainable Freight, Governor’s Office of Business and Economic Development
- 4:35 to 5:00: Public Comments and Action Item Review
  - Jeanie Ward-Waller, Deputy Director, Planning and Modal Programs, Caltrans
CALIFORNIA FREIGHT ADVISORY COMMITTEE

Presenters:

» Eric Fredericks, Acting Chief, Office of Sustainable Freight Planning, Caltrans Division of Transportation Planning

» Dan Andersen, Cambridge Systematics

» Lila Singer-Berk, Cambridge Systematics

» Jodie Misiak, WSP

CALIFORNIA STATEWIDE TRUCK PARKING STUDY

July 7, 2021
Agenda

- Study purpose and methodology
- Truck parking challenges
- Strategies for mitigating challenges
  - Adding Capacity
  - Partnership Approaches
  - Additional strategies, policies, and programs
- Estimating Spaces Needed at Shippers & Receivers
- Next Steps
Study Purpose

- Identify statewide unmet demand for truck parking
- Identify existing truck parking challenges and recommendations for mitigating challenges
  - Identify optimum size, layout, and amenities for publicly-owned truck parking facilities
  - Consider feasibility for possible zero emissions fueling at truck parking lots
  - Develop a Public-Private Partnership Action Plan for identifying and funding facilities
- Research funding strategies and prepare an implementation plan
Methodology: Inventory

1. ID designated parking sites
2. Count number of spaces at each
3. Draw boundary around each

Spaces per Caltrans District

- Publicly Owned
  - < 20
  - 20 - 49
  - 50 - 99
  - 100 - 199
  - > 199

- Commercially Owned
  - < 20
  - 20 - 49
  - 50 - 99
  - 100 - 199
  - > 199

Prepared by Cambridge Systematics, December 04, 2020
Methodology: 2019 ATRI GPS Data
(Collected along freight corridors)

4. Overlay truck GPS data from ATRI
TRUCK PARKING CHALLENGES
Truck Parking Capacity

- Has Availability
- Near Capacity
- At or Over Capacity

15,000 Designated Truck Parking Spaces Statewide

Location
- 43% Urban
- 57% Rural

Ownership
- 8% Public
- 57% Commercially owned – all national truck stop chain
- 35% Commercially owned – all other

Utilization
- 107% Public
- 102% Commercially owned – all national truck stop chain
- 37% Commercially owned – all other
Undesignated Parking

Concentrations of Undesignated Parking (within the right-of-way of freight corridors)

Duration | Percent Share
---|---
% Short Break (< 1 hour) | 34% 
% Short Staging (1-4 hours) | 32% 
% Long Staging (4-8 hours) | 7% 
% 10-hour Rest (8-14 hours) | 10% 
% Long Break (>14 hours) | 17%
### District Statistics: Truck Parking within ROW (daily average)

<table>
<thead>
<tr>
<th>District/Region</th>
<th>24-Hour Demand</th>
<th>Percent of 24-Hour Demand</th>
<th>Total Peak Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - North Coast</td>
<td>58</td>
<td>1%</td>
<td>17</td>
</tr>
<tr>
<td>2 - Redding</td>
<td>353</td>
<td>3%</td>
<td>191</td>
</tr>
<tr>
<td>3 - Sacramento</td>
<td>1,343</td>
<td>8%</td>
<td>635</td>
</tr>
<tr>
<td>4 - Bay Area</td>
<td>1,691</td>
<td>13%</td>
<td>528</td>
</tr>
<tr>
<td>5 - Central Coast</td>
<td>360</td>
<td>2%</td>
<td>94</td>
</tr>
<tr>
<td>6 - Central Valley</td>
<td>1,140</td>
<td>5%</td>
<td>488</td>
</tr>
<tr>
<td>7 - LA</td>
<td>4,088</td>
<td>36%</td>
<td>1,227</td>
</tr>
<tr>
<td>8 - Inland Empire</td>
<td>3,459</td>
<td>16%</td>
<td>1,786</td>
</tr>
<tr>
<td>9 - Eastern Sierra</td>
<td>204</td>
<td>2%</td>
<td>55</td>
</tr>
<tr>
<td>10 – Stockton</td>
<td>1,062</td>
<td>4%</td>
<td>487</td>
</tr>
<tr>
<td>11 – San Diego</td>
<td>393</td>
<td>4%</td>
<td>111</td>
</tr>
<tr>
<td>12 – Orange County</td>
<td>713</td>
<td>6%</td>
<td>156</td>
</tr>
</tbody>
</table>

*Undesignated Parked Trucks by Caltrans District:*
- <100
- 101 - 500
- 501 - 1,000
- 1,001 - 3,000
- > 3,000

![California map showing truck parking statistics by district](image)
Truck Parking Deficit at Peak Hour (12am – 1am)

- Total deficit of spaces at designated facilities: 1,500
- Total undesignated parking occurrences: 5,800
- Total Parking Deficit: 7,300
## Total Parking Deficit (at Peak Hour)

<table>
<thead>
<tr>
<th>District</th>
<th>Number of Designated Facilities with a Deficit</th>
<th>Total Deficit Spaces (Designated)</th>
<th>Undesignated Demand</th>
<th>Total Parking Deficit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 – North Coast</td>
<td>0</td>
<td>0</td>
<td>17</td>
<td>17</td>
</tr>
<tr>
<td>2 – Redding</td>
<td>7</td>
<td>66</td>
<td>191</td>
<td>257</td>
</tr>
<tr>
<td>3 – Sacramento</td>
<td>12</td>
<td>137</td>
<td>635</td>
<td>772</td>
</tr>
<tr>
<td>4 – Bay Area</td>
<td>2</td>
<td>67</td>
<td>528</td>
<td>595</td>
</tr>
<tr>
<td>5 – Central Coast</td>
<td>2</td>
<td>70</td>
<td>94</td>
<td>164</td>
</tr>
<tr>
<td>6 – Central Valley</td>
<td>9</td>
<td>180</td>
<td>488</td>
<td>668</td>
</tr>
<tr>
<td>7 – LA</td>
<td>1</td>
<td>4</td>
<td>1,227</td>
<td>1,231</td>
</tr>
<tr>
<td>8 – Inland Empire</td>
<td>27</td>
<td>684</td>
<td>1,786</td>
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</tr>
<tr>
<td>9 – Eastern Sierra</td>
<td>8</td>
<td>62</td>
<td>55</td>
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<td>11</td>
<td>208</td>
<td>487</td>
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<td>2</td>
<td>27</td>
<td>111</td>
<td>138</td>
</tr>
<tr>
<td>12 – Orange County</td>
<td>0</td>
<td>0</td>
<td>156</td>
<td>156</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>81</strong></td>
<td><strong>1,505</strong></td>
<td><strong>5,775</strong></td>
<td><strong>7,280</strong></td>
</tr>
</tbody>
</table>
Undesignated Truck Parking (from stakeholder input)

Number of Commercial Vehicle Parking Citations

- No Reports
- Low (1-5)
- Medium (6-15)
- High (16-84)
- Very High (100-313)

Source: California Highway Patrol (CHP), 2019 Truck Parking Violations by CHP Area Command

Online Survey Undesignated Parking

Map showing the distribution of parking citations in California.
Statewide Crashes Involving a Parked Truck 2014-2018

- Almost every day in California a parked truck is struck by another vehicle
  - About two of those collisions per month result in a fatality

Crashes Involving Parked Trucks 2014-2018 (1,626)
- Fatality (131)
- No Fatality (1,495)

Data from TIMS
Crashes Involving Parked Trucks

Five Year Trend

Crashes Involving a Parked Truck (2014-2018)

- 2014: 246 (15 Fatal, 231 Not Fatal)
- 2015: 255 (27 Fatal, 228 Not Fatal)
- 2016: 297 (26 Fatal, 271 Not Fatal)
- 2017: 348 (33 Fatal, 315 Not Fatal)
- 2018: 349 (30 Fatal, 319 Not Fatal)
Prioritization by Corridor Segment

**Collision Factor**
- High (>2 collisions)
- Medium (1-2 collisions)
- Low (<1 collision)

**Stakeholder Factor**
- High
- Medium
- Low

**Demand Factor**
- High
- Medium
- Low

*Parking demand per mile includes undesignated parking within the right-of-way and parking at designated locations.*
Comprehensive Prioritized Score

Safety & Security

- **Demand Factor**: 60%
- **Collision Factor**: 30%
- **Stakeholder Factor**: 10%

Available in an online map: https://arcg.is/ljvyOi

Combined Prioritization Score
- High
- Medium
- Low
QUESTIONS OR COMMENTS?
STRATEGIES FOR ADDING CAPACITY
Expand SRRAs that are At or Over Capacity

- Relative cost per site ($ - $$$):
  - $$
  - (~$25,000 - $75,000 per space)

- Application:
  - Best in rural or fringe areas

- Impact of doubling the number of spaces at 44 SRRAs:
  - About 600 new spaces added (~$15M - $45M)
  - 8% of statewide parking deficit
Build Public, Dedicated Truck Parking within Highway Right of Way

- Relative cost per site ($ - $$$):
  - $$$
  - (~$100,000 per space)

- Application:
  - Best in rural or fringe areas

- Impact of building 10 facilities:
  - 500 new spaces added (~$50M)
  - 7% of statewide parking deficit
Manage Industrial Curb Space with Parking App

- Relative cost per site ($ - $$$):
  - $

- Application:
  - Best in urban areas and for short-term staging

- Challenges:
  - No services make it impractical for overnight use
Industrial Property Owners Provide Truck Parking on Unused Portions of Property

- **Relative cost per site ($ - $$$):**
  - none

- **Application:**
  - Best in urban areas and for monthly truck and trailer storage

- **Challenges:**
  - No/limited services limit day usage
  - Land use constraints
Shippers/Receivers Provide On-site Parking

- Relative cost per site ($ - $$$):
  - none

- Application:
  - Best in urban areas
  - Easiest to apply to new developments

- Challenges:
  - Estimating number of spaces needed
  - Implementing ZEV
  - Convincing shippers/receivers
    - Outreach
    - Incentives
    - Requirements
Chat Box

- Which of these strategies for adding capacity do you feel should be implemented, and what are the challenges to implementation?
PARTNERSHIP APPROACHES TO ADDING CAPACITY
Evaluate Partnerships with the Following Screening Factors

**Policy Goals**
- How well does the proposed partnership address specific truck parking policy goals?
- Can the partnership address specific truck challenges that have been identified through planning activities?

**Organizational Capacity**
- Are there internal champions for the specific partnership within the implementing public entity?
- Technical Capacity: Does the implementing public entity have access to sufficient internal and external technical resources to successfully manage the partnership in the public interest?
- Policy Guidelines: Has the implementing public entity established guidelines and regulations for implementing the partnership?

**Legal**
- Is there legal authority to pursue the proposed partnership?
- Are there certain legal structures that would be more appropriate for the partnership?
- Who (individuals/positions) would need to provide approval for this potential partnership, and what would be the parameters?

**Public Support**
- Local Support: Can sufficient support from the appropriate local and regional stakeholders be achieved to pursue the project?
- Political Support: Can sufficient political support be achieved for delivering the project?
Evaluate Partnerships with the Following Screening Factors

**Project Risk Allocation**

- Would the partnership provide cost effective opportunities for appropriate allocation of key risks between the partners?
- What would be key responsibilities that the implementing public entity would want to retain? What are the associated risks?
- What would be the key responsibilities that the implementing public entity would seek to allocate to a partner? What are the associated risks?

**Affordability**

- What are the near term and long-term cost requirements?
- Would the results of the partnership’s efforts potentially include scenarios that could involve revenue generation?
- Are there local funding sources that can support the cost requirements?
- Are there state funding sources that can support the cost requirements?
- Are there federal funding sources that can support the cost requirements?
- Would the potential partner be responsible for providing any funding sources that can support the cost requirements?
Public Sector RFP for DBFOM of Truck Parking Facility at...

- Publicly-owned parcel adjacent to a major freight hub
  - Develop site under a long-term revenue-sharing agreement between the public and private partners
Public Sector RFP for DBFOM of Truck Parking Facility at...

- Publicly-owned parcel within the interstate ROW
  - Develop site under a long-term revenue-sharing agreement between the public and private partners.
  - Fatal flaw: Inability to charge a fee for parking

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**Memorandum**

From: Stephanie Pollack  
Acting Administrator  

Date: April 22, 2021  

Subject: State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance  

In Reply Refer To: HEPR-40
Public Sector RFP for DBFOM of ZEV Truck Parking Facility at...

- Publicly-owned parcel within the interstate ROW
  » Develop EV truck charging infrastructure on the parcel

- Existing SRRA within the interstate ROW
  » Expand existing SRRA to include development of EV truck charging infrastructure

WattEV proposes to build a 110-acre, solar-powered, electric-only public truck stop just north of Bakersfield. Funded in part by money from the California Energy Commission, the project would eventually be scaled up to handle 40 charging bays.

Other Support of Private Development at...

- Publicly-owned parcel adjacent to an existing commercial truck parking facility
  - Use public funds to construct additional parking on parcel, which could then be operated / maintained by the private owner of the truck parking facility.

- Parcel adjacent to an existing commercial truck parking facility
  - Public funds provided to support the purchase and construction of additional parking on parcel, which then could be turned over to private owner of the truck parking facility for operations and maintenance.
Cooperative Agreements at...

- Large existing parking facility that is used on a periodic or seasonal basis, such as a stadium, racetrack, fairgrounds, park-and-ride, etc.
  - Utilize parking facility during non-peak times for truck parking and/or EV charging
  - Either a public-public or public-private agreement between the owner of the large parking facility and public sector (such as Caltrans)
  - Caltrans has an arrangement with the below to allow truck parking during closures of I-80 over Donner Pass
    - Gold Country Fairgrounds & Event Center in Auburn
    - Boreal Ski Resort (after 11:00 p.m.)
Chat Box

- Which of these partnership approaches do you feel are the most promising, and what are the challenges to implementation?
Better Utilize Existing Capacity

- Truck Parking Availability System (TPAS)
- I-10 Corridor Coalition
  - Awarded $6.85 million Advanced Transportation and Congestion Management Technologies Deployment grant
  - California: 6 sites

![Map of I-10 Corridor Coalition States](image)
Supportive Policies and Programs

- **Integrate truck parking** into roadway project development process
- Consider truck parking needs prior to purchase or sale of right-of-way
- **Reassess public facility closures** in high demand areas
- Allow parking **under freeways**
- **Increase enforcement** of undesignated parking, especially in areas with available truck parking spaces
- Create an **awareness campaign** on the importance of truck parking
Chat Box

- Which of these additional strategies, policies, and programs do you feel are the most promising, and what are the challenges to implementation?
ESTIMATING SPACES NEEDED AT SHIPPERS & RECEIVERS
Guidance for Estimating Number of Spaces Needed at Shippers/Receivers

- Case Study in San Diego County
  - ATRI truck GPS data
  - GIS shapefiles of all parcels and public right-of-way in County
- 10% of all service stops are preceded by a parking stop
- Many occur at the same time

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Parking Occupancy Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturing</td>
<td>12%</td>
</tr>
<tr>
<td>Warehousing</td>
<td>22%</td>
</tr>
<tr>
<td>Transportation and Logistics</td>
<td>42%</td>
</tr>
</tbody>
</table>
Application

1. Estimate number of daily truck trips to facility
   » Traffic impact analysis (TIA) for new development
   » Actual counts at existing facility

2. 10% of weekday truck trips will need parking

3. Up to 42% of those parking stops will be parked at a single point in time:
   » Manufacturing – 12%
   » Warehousing – 22%
   » Transportation and Logistics – 42%
Examples

- TIA estimates a new Widget Factory will generate 150 truck trips each weekday
- 10% of weekday truck trips
  • (15) will need parking
- 12% of those will need parking at the same time
- 2 Truck Parking Spaces Needed

- TIA estimates a new Big Distribution Center will generate 1,000 truck trips each weekday
- 10% of weekday truck trips
  • (100) will need parking
- 22% of those will need parking at the same time
- 22 Truck Parking Spaces Needed
QUESTIONS OR COMMENTS?
Next Steps

- Draft memos documenting work completed to-date:
  - Supply & Demand
  - Mitigation of Challenges (Strategies)
  - Feasibility Guide (site selection and layout guidance based on San Diego case study)
  - Public-Private Partnership (P3) Action Plan
  - Demand Model (for estimating spaces needed at shippers & receivers)

- Develop Implementation Plan

- Develop draft Study Report
TODAY’S GOAL AND PRESENTERS

• Goals:
  • Provide a high-level overview of our new report
  • Share policy and program recommendations for health and equity

• Presenters:
  • Jessica Tovar, Moving Forward Network
  • Martha Ockenfels-Martinez, Human Impact Partners
  • Joel Ervice, Regional Asthma Management and Prevention

Freight Automation: Dangers, Threats, and Opportunities for Health and Equity
WHY WE’RE HERE

“The Ports and Freight Transportation Industry have a significant negative impact on my life, that of my family and EJ community.

Increased Air Pollution
Increased Noise
Increased Ground Vibration
Increased Traffic Congestion
Increased Accidents
Increased Multiple Public Health Problems, Costs
Increased Premature Deaths
Increased Public Safety Risks
Increased Insurance Costs
Increased Blight
Property Depreciation.”

Jesse Marquez, Coalition for a Safe Environment
WHAT WE DID

• Given today’s freight impacts, will automation help or hurt workers and communities?
WHAT WE DID

• Developed research questions
• Scoped out issue areas: Traffic Safety, Air Quality, Employment, Economy, Noise/Vibration.
• Conducted research through literature reviews and stakeholder interviews.
  • Used dangers/threats/opportunities as a framework
• Developed policy and program recommendations for health and equity.
COMMUNITY ADVISORY COMMITTEE

• P.Qasimah Boston, Tallahassee Food Network
• Roberto Clack, Warehouse Workers for Justice
• Jimmy O’Dea, Union of Concerned Scientists
• Theral Golden, West Long Beach Neighborhood Association

• Vivian Malauulu, International Longshore and Warehouse Union Local 13 Registered Longshore Worker and Benefits Officer
• David A. Rahn, University of Kansas
• Regina Townes, ILA, Local 1233, Port of New York and New Jersey
• Kim Gaddy, Clean Water Action
TOP-LEVEL FINDINGS

• Automation is here and growing, and we have a critical window of opportunity for action

• Increased freight automation will have significant and largely negative health and equity effects on frontline workers and fence-line communities.

• Automation is at an inflection point. Policymakers, industry stakeholders, frontline workers, fence-line community members, and the public can make decisions—through policies and programs—that promote health and equity.
THE CURRENT STATE OF FREIGHT AUTOMATION

Freight Automation: Dangers, Threats, and Opportunities for Health and Equity
THE CURRENT STATE OF FREIGHT AUTOMATION

<table>
<thead>
<tr>
<th>Viability of Trucking Technologies</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver-assist technologies</td>
<td>0-5 years</td>
</tr>
<tr>
<td>Platooning</td>
<td>0-5 years</td>
</tr>
<tr>
<td>Self-driving a portion of a route</td>
<td>5-15 years</td>
</tr>
<tr>
<td>Self-driving the full route</td>
<td>+20 years</td>
</tr>
</tbody>
</table>
THE CURRENT STATE OF FREIGHT AUTOMATION
THE CURRENT STATE OF FREIGHT AUTOMATION

<table>
<thead>
<tr>
<th>Factors pushing for automation</th>
<th>Factors pushing against</th>
</tr>
</thead>
<tbody>
<tr>
<td>Challenges meeting labor needs</td>
<td>Slim profit margins</td>
</tr>
<tr>
<td>Increasing rent costs</td>
<td>Cost-sensitive competition</td>
</tr>
<tr>
<td>Desire to decrease delivery times</td>
<td>Outsourcing warehouse services</td>
</tr>
<tr>
<td>Other factors</td>
<td>Other factors</td>
</tr>
</tbody>
</table>
THE CURRENT STATE OF FREIGHT AUTOMATION

There is a critical window of opportunity. Policymakers, industry stakeholders, frontline workers, fence-line community members, and the public can make decisions— through policies and programs—that promote health and equity.
KEY FINDINGS

- Economic Security, Health, and Safety
- Air Quality
- Noise and Vibrations
- Traffic
KEY FINDINGS: ECONOMIC SECURITY, HEALTH, AND SAFETY

- Automation has — and will likely continue to — cut jobs for frontline workers, and wages and benefits may also decline.
- Local economies tied to freight infrastructure experience negative ripple effects.
- Automation has and will likely continue to negatively affect frontline worker safety.
- These impacts will inequitably affect lower-wage workers and workers of color.
KEY FINDINGS: AIR QUALITY

“Ya hay muchos niños con cáncer, asma, problemas respiratorios, y pensar agregar otro proyecto a la comunidad es mucho.” [There’s already a lot of kids with cancer, asthma, respiratory health, lung issues, and to add another large project it is too much for our community.]
-- Veronica Roman, San Bernardino community member

“When [there are] changes [and] improvement in air quality, there’s improvement in health.”
-- Dr. Robert Laumbach, Rutgers University School of Public Health
KEY FINDINGS: AIR QUALITY

• In limited scenarios, automation may slightly reduce pollution through efficiency gains...
  
  • Train “cruise control”
  
  • Truck platooning
  
  • But caution is warranted especially with possible trucking operational changes
KEY FINDINGS: AIR QUALITY

• Adopting zero-emission technologies, with or without automation, would provide much more significant pollution reductions.

• Pollution increases or decreases will be concentrated in low-income communities and communities of color.
KEY FINDINGS: NOISE AND VIBRATIONS

“Cuando yo me moví aquí, me pregunté porque se mueve todo mi comedor, y mi hijo me dijo no es que aquí cada que pasa el tren todo se menea y toma un buen rato. Es como si estuviera temblando muy seguido.” [When I moved here, I wondered why my whole dining room moves, and my son told me that here every time the train passes everything shakes and it takes a good while to pass. It’s like it is often trembling here.]

-- Veronica Roman, San Bernardino community member. She lives near a railyard, warehouses and freeways
KEY FINDINGS: NOISE AND VIBRATIONS

• If freight automation permits freight facilities to run for longer periods, including during more traditional “off-hours,” the burden of noise and vibrations for fence-line communities may increase.

• Separate from automation, electrifying freight with zero-emission technologies can reduce noise and vibrations.

Freight Automation: Dangers, Threats, and Opportunities for Health and Equity
KEY FINDINGS: TRAFFIC

Wendell Mitchell has been driving trucks for over 25 years. “Truck drivers, you know, we’re the heart of America.”

Is driving stressful? “Aww man, stress isn’t the word for it... You got a lot of cars on the road now, and a lot of people aren’t really thinking about safety. When you don’t think about safety, you have accidents.”

One thing that makes Wendell feel safer: his new Volvo 2020 truck, which has automatic braking that kicks in when the truck senses a car slowing down quickly in front of it.

Freight Automation: Dangers, Threats, and Opportunities for Health and Equity
KEY FINDINGS: TRAFFIC

• Automation that complements or augments some truck and train driver labor holds significant promise for improving traffic-related safety.
KEY FINDINGS: TRAFFIC

- Automation that replaces most or all truck and train driver labor may worsen traffic-related safety in some situations. Overall, much more research is needed.
PUTTING PEOPLE FIRST: POLICY AND PROGRAM RECOMMENDATIONS

• Engaging frontline workers and fence-line communities in automation decisions

• Supporting frontline workers

• Supporting frontline workers and fence-line communities
Meaningful engagement should take into account barriers to participation including: language access, access to information, limited ability to participate in meetings during work hours etc.

Business leaders should engage the workers when thinking through automation-related decisions and impacts.
SUPPORTING FRONTLINE WORKERS

• Plan for automation that advances frontline workers
• Strengthen workers’ rights to organize for fair wages, benefits, and to have a say in automation-related decisions
• Enforce and improve workplace safety standards for worker safety and health
• Correct worker-status misclassification of truck drivers and other freight workers to promote livable wages and benefits
• Reinvigorate and expand programs to meet the needs of frontline workers displaced by automation
SUPPORTING FRONTLINE WORKERS AND FENCE-LINE COMMUNITIES

• Require Automation Impact Reports to better understand and mitigate automation’s effects on health and equity

• Prohibit the use of public funding for any freight automation project that may have negative effects on worker and community health

• Accelerate efforts to shift freight transportation to a zero-emission system through incentives, regulations, and permitting decisions

• Implement federal policies to prioritize the safety of freight drivers and other road users
ADDITIONAL RESEARCH NEEDED

• Select examples
  • What percentage of displaced freight workers will be able to transition into new positions created by automation?
  • How will platooning trucks and passenger vehicles interact? Does the chance of collisions increase?
  • How would the reduction in train crew size affect traffic safety in a variety of real-world conditions?
CALL TO ACTION

• Share the report with your networks
  • Freight Automation Dangers, Threats, and Opportunities for Health and Equity

• Use the project as a tool for automation-related proposals and policymaking
CLOSING DISCUSSION

• Any questions?
• What is one finding that you found compelling?
• How will this report be useful for your work?
• Who else should hear about this report?
THANK YOU!

• Jessica Tovar, tovarj@oxy.edu
• Martha Ockenfels-Martinez, martha@humanimpact.org
• Joel Ervice, joel@rampasthma.org
Supporting Industry - State Plan in Support of Goods Movement
Background

Freight Competitiveness Workgroup / Contract with CSU Long Beach

CalSTA - Monthly calls with ports

CTC - Commissioner Inman / Lyau - support industry / congestion issues
Some Challenges Facing Goods Movement Industry

- Higher cargo volumes
- Schedule delays – dwell times, late arrivals, equipment shortages
- Increased costs – spot rates, demurrage fees, chassis rental fees
- Exports – incentive to ship back empty containers, difficulty finding containers for some ag exporters, containers used as temporary storage
- Distribution – full warehouses and distribution centers
- Workforce – need for more drivers, workers
- Loss of market share – infrastructure, stricter standards, trade wars, rail costs
<table>
<thead>
<tr>
<th>Event</th>
<th>Description</th>
<th>Timeframe</th>
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<tbody>
<tr>
<td>Social Media Campaign</td>
<td>Linked.In - Stimulate discussion and general interest</td>
<td>Mid-July through Mid-August</td>
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<tr>
<td>Pre-Summit White Paper</td>
<td>Historical perspective, geographical perspective, port challenges, social media findings</td>
<td>Mid-August</td>
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<tr>
<td>Virtual Roundtable</td>
<td>Discuss problems and solutions with key decision makers - refined set of strategies with targeted outcomes/timeframes</td>
<td>Early September</td>
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<td>In-Person Summit</td>
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<td>September 21, 2021</td>
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<tr>
<td>Final Report</td>
<td>Summary of key findings and actions</td>
<td>Late October</td>
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GoBiz is working with Tom O'Brien from CSU Long Beach on this project. CalSTA and CTC staff will assist.
CalISTA staff coordination with federal contacts
Upcoming events
Future goals/actions