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July 6, 2016

Brian Kelly  
Secretary  
California State Transportation Agency  
915 Capitol Mall #350b  
Sacramento, CA 95814

**Subject: California Sustainable Freight Action Plan**

Dear Secretary Kelly:

I am writing to provide comments on behalf of the Teamsters Union regarding the Sustainable Freight Action Plan.

We very much support the main goals of the plan, namely increasing freight efficiency and attempting to introduce zero and near zero vehicles into the freight transportation system. We also support finding a long term solution to pay for ambitious goals of the Plan.

While the Plan itself speaks generally to these goals, some of the appendices contain more specific recommendations, including white papers produced by "experts" with the input of the trucking industry and other stakeholders. We found some of those recommendations to be sufficiently disturbing to request that it be made clear that that this Plan does not in any way call for changes in highway safety regulations in the name of achieving so-called "efficiencies."

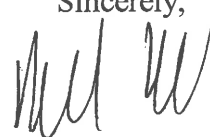
Specifically, White Paper #2 by Professor Miguel Jaller, recommended the relaxation on drivers' hours of service rules, giving drivers less rest, limiting their right to sue for misclassification under state and federal wage and hour and tax laws, stopping or limiting enforcement of illegal activities by trucking companies by the State Labor Commissioner, allowing triple trailers and other longer combination vehicles, and increasing truck weight limits. While the white paper decried the shortage of drivers, it failed absolutely to make the link between labor shortages and the poor pay and working conditions as well as rampant employer tax fraud pervasive in the trucking industry, particularly in the port drayage sector. Professor Jaller's white paper seems hostile to the very

existence of labor unions in the transportation system.

These policies, were they implemented, would make California's highways much more dangerous for the public than they are now and would constitute a frontal assault on the basic system of highway safety. The goal of achieving freight efficiency and improving the environment should not be used as a pretext to deregulate public safety.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read 'Barry Broad', with a stylized, cursive script.

Barry Broad  
Legislative Director

cc: Rome Aloise, President, Teamsters Joint Council 7  
Randy Cammack, President, Teamsters Joint Council 42