



## Gubernatorial Candidate Questionnaire

Please return the completed questionnaire to WTA's Sheri Call at [sheri@watrucking.org](mailto:sheri@watrucking.org)

Candidate Name: \_\_\_\_\_

Current Employment: \_\_\_\_\_

Campaign Contact: \_\_\_\_\_

PAC Fundraiser: \_\_\_\_\_

Please provide any polling information and a list of endorsements:

### Climate Change Policy

- Do you support Washington's Ecology Department moving forward with adopting California's Advanced Clean Fleets Rule, despite its growing legal and logistical problems now coming to light, or would you (like OR's Governor) support a stay to the rule, at least until some of its major problems are first resolved in CA?
  
- Washington passed the Climate Commitment Act which directed Ecology to implement the market-based cap-and-trade system. Washington trucking companies (and farmers) who are dedicated to hauling Agricultural products contend that the legislature intended that Ecology should implement a temporary exemption for fuel used for Ag transport. What is your interpretation of the law concerning the CCA as it pertains to the transport of Agricultural goods?

- In your view, what reforms are needed to Washington's cap & invest program to join California's market without inflating the system?

## **Infrastructure Funding**

As you may know, for various reasons, we are experiencing a decline in revenue for highway funding. Revenue that is currently constitutionally protected for highway infrastructure improvement by the 18th Amendment. Maintaining this protection is a high priority for the trucking industry.

- As Governor, would you support 18th Amendment protections for highway purpose revenue?
- Will you make an effort to ensure any potential new transportation revenue put in place to replace the fuel tax, such as a charge per vehicle miles traveled, receives the same protection as current fuel tax dollars?
- As Governor, what, of the current alternatives proposed (sales tax transfer, RUC, etc.) or expansion (tolling, fee increases) for highway and infrastructure funding are priorities for your Administration
- What is your view on the use of dollars raised through tolled highway and bridge facilities?

- Congestion costs the industry nationwide an estimated \$95 billion and contributes to over 69 million metric tons of excess carbon emissions. Considering these estimates, what is your view on using CCA dollars for highway projects or maintenance & preservation to improve safety and relieve traffic congestion?
  
- Do you have any further policy position concerning infrastructure funding, including maintenance and preservation of existing assets?

## **Legal Environment**

- Do you support recent efforts to enact policies allowing the application of pre-judgment interest?
  
- What are your views on litigation financing?
  
- Do you support private right of action or QUI TAM laws for Washington State?

## **Workforce Support and Development**

Trucking is one of the oldest industry groups utilizing the independent contractor model due to the unique cyclical nature of freight demand. The model has historically been recognized by regulators as necessary and has had protections in place specifically to accommodate industry models. The industry is primarily made up of privately held, family-owned businesses, many of whom started with a single truck. Trucking firms and independent contract drivers have experienced years of negative activity toward the independent contractor model in States such as Washington and California. Recent examples are California's adoption of Assembly Bill 5, which enacted a simplified ABC test having the effect of eliminating the contract driver model for traditional trucking companies. In addition, the USDOL recently released a proposal for a new test of independent contract status making it clear the goal is to effectively eliminate the independent contract driver model.

- Do you support the ABC test or the USDOL's new proposed test making it harder for individuals to own and operate a commercial motor vehicle as an independent, contract driver?
  
- Further, do you support joint liability for a true independent contractor that owns their own equipment and operates under their own DOT# or operating authority?
  
- What ideas might you have on how Washington State can support trucking industry jobs on an ongoing and sustained basis? Including that of the independent owner-operator.

- Do you view autonomous vehicle operations as a threat to trucking industry jobs? Please provide your thoughts on how you envision a rollout in Washington of AV technologies, specifically for commercial trucking.

- Do you support giving unemployment benefits to striking workers?

## **Efficiency, Productivity, Carbon Emissions Reduction**

In 1991 Congress enacted a freeze on the size and weight of commercial motor vehicles. For the most part, the industry is still operating under the parameters that existed when this freeze took place. There have been adjustments over the years (a 2,000-pound weight allowance for alternative fueled vehicles is one example), authorized by Congress and adopted into statute here in Washington State.

The trucking industry is currently facing an issue with medium and heavy-duty fully electric vehicles which are currently a minimum of 10,000 pounds heavier than their diesel counterparts

We anticipate an impact on productivity per trip and more vehicles on the road unless something is done to allow heavier weights or longer combination vehicles (currently operating in 17 states).

- Can you provide your views on the industry's initiative to reduce vehicle miles traveled and/or carbon emission savings through the deployment of more productive trucks (longer combination vehicles (LCVs) or increased weight allowances)?