



State Legislative Committee Meeting Agenda

May 16, 2024
2:00 p.m. – 3:00 p.m.

Agenda Items	Recommended Action
1. Chair's Report	Information
2. Discuss FY 2024-25 May Revise	Information
3. Other Legislation	
• <u>SB 898 (Skinner) Vehicle Windows.</u>	Discuss
• <u>SB 1387 (Newman) HVIP Vehicle Eligibility.</u>	Support
4. Update on Sponsored Legislation	Information
5. Update on SB 434 Implementation	Information
6. Reminders	
7. Other Business	
8. <u>Association's Bill Matrix</u>	
9. Adjourn	



SB 898 (Skinner) UV Filtration in Vehicle Windows.

Purpose: This bill would require, by model year 2032, all new truck trailers, motor trucks, and buses manufactured or sold in California to have their front driver window filtered to block at least 98% of ultraviolet (UV) radiation, unless otherwise exempted by the bill.

Background: In a calendar year, the average commuter will spend about 375 hours, the equivalent of about 15.6 days, in the driver's seat traveling to and from work. Most vehicles are equipped with windshields that adequately filter out deeply permeating UV-A rays to protect drivers, but the side windows and sunroofs typically do not offer the same protection. Rather, these windows typically provide enough protection to filter UV-B rays, which damage the outermost layers of skin and cause sunburns. As a result, drivers are mostly protected from sunburns when driving, but will always be at risk of exposure to UV-A radiation through the side windows and sunroofs of their vehicles. Commercially licensed truck drivers and bus operators, who spend an average of about 300 days behind the wheel every year, are unavoidably subject to significantly higher levels of UV-A radiation when driving due to more time in the driver's seat and are consequently placed at a much higher risk of developing skin cancer.

Melanoma is the deadliest form of skin cancer, and like most skin cancers, is caused by direct exposure to UV-A rays from the sun. Association staff finds that, in the United States, UV-A exposure can be as much as 20 times higher on the left side of the body, which could be due to the placement of the driver's seat in a vehicle and the fact that we drive on the right side of the road. Unilateral skin cancer being correlated to direct sun exposure from driving has been suggested by several studies thus far, though it has not yet been conclusively proved.

Impact: This bill would require all new trucks and buses manufactured or sold in California to be equipped with front driver windows that filter UV radiation by model year 2032. As transit bus operators are naturally included in the population of drivers that this bill aims to protect, this bill would set the precedent of prioritizing the health and safety of our transit operators.

Association staff notes the potential cost impacts that could be incurred by manufacturers, and ultimately by procuring transit agencies, should this bill become law. Staff has reached out to original equipment manufacturers to get a better understanding of the potential impacts of the bill on manufacturers and as of the drafting of this report, we have not yet gleaned a general opinion on the matter. However, the Author does note that manufacturing costs are expected to increase as a result of the bill, though the data speaks only to light-duty vehicles and does not mention the anticipated impacts on heavy-duty vehicle manufacturers.

Recommendation: SB 960 prioritizes operators' skin health and protection from constant harmful, and unfortunately unavoidable, exposure to UV radiation from the sun while operating

transit buses. While this bill would address an important issue that affects every one of our bus operators, Association staff also notes the potentially high price tag that transit agencies would be expected to take on should this requirement become law. On top of elevated costs associated with the transition to zero-emission vehicles, agencies would also require access to adequate funding enabling them to outfit buses with specialized UV-filtering windows. These costs could add up fairly quickly and may prove to be too prohibitive for some agencies. For these reasons, Association staff recommends the Committee **DISCUSS** this bill.

Status: This bill in the Senate Appropriations Committee.



SB 1387 (Newman) HVIP Vehicle Eligibility.

Purpose: This bill would require the California Air Resources Board (CARB) to authorize a voucher for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) to be used on the procurement of a qualified zero-emission vehicle (ZEV) that has a gross vehicle weight rating (GVWR) of over 8,500 pounds and is intended for commercial use in public or private fleet operations.

Background: As transit agencies, truck manufacturers, and fleets comply with electric vehicle mandates such as the Innovative Clean Transit (ICT), Advanced Clean Truck (ACT), Advanced Clean Fleet (ACF), and Governor Newsom's Executive Order N-79-20, many have faced the widespread issue of skyrocketing costs for a variety of reasons including supply chain shortages and increased lead times. In the name of accelerating fleet decarbonization to abide by current mandates and regulations, many agencies may opt to take advantage of the vouchers offered by the HVIP to aid in the procurement of zero-emission vehicles at reduced costs.

Working in conjunction with the ACT, the Advanced Clean Fleets Regulation is one of the many prongs of CARB's network of regulatory actions taken to reduce tailpipe and greenhouse gas emissions primarily in medium- and heavy-duty vehicles. In regard to public fleets, the ACF applies to state and local government agencies that own, lease, or operate medium- or heavy-duty trucks. When procuring new trucks between 2024 and 2026, public agencies must ensure that 50% of those purchases are zero-emission trucks. From 2027 onward, all new truck purchases must be of fully zero-emission trucks.

Among a handful of other exemptions, however, transit agencies that are subject to the provisions of the Innovative Clean Transit Rule are exempt from the requirements of the ACF until 2030. That said, it remains imperative that transit agencies have access to as much assistance as possible in their efforts to abide by the ACF, as Class 2B medium-duty vehicles that qualify for regulation under the ACF are generally limited in availability and variety. Under current law, the HVIP authorizes voucher eligibility for a very specific few transition Class 2B and Class 3 medium-duty zero-emission vehicles, which an agency may procure to support fleet operations. The options available to agencies under Class 2B are few and far between; currently, Class 2B includes only three eligible ZEVs – two models of chassis cab trucks and a van. Not included within the eligible Class 2B vehicle options, however, are zero-emission medium-duty pickup trucks. Because there are so few Class 2B vehicles eligible for purchase with an HVIP voucher, agencies regularly run into supply chain delays, elevated prices, and even complete depletion of available vouchers due to the high statewide demand. This bill would provide additional zero-emission truck options to transit agencies that not only qualify for incentive via HVIP vouchers, but also satisfy the requirements of the ACF.

Impact: This bill would allow additional Class 2B and Class 3 medium-duty zero emission vehicles to be eligible for HVIP vouchers, so long as they have a GVWR of over 8,500 pounds and they are used for public or private fleet operations, or individual personal and commercial purposes. The flexibility that this bill would provide to agencies would allow them to consider a broader variety of zero-emission Class 2B vehicles for use in their fleets, and could drastically shorten lead times currently associated with eligible Class 2B vehicles in high demand with a comparatively low supply.

Transit agencies statewide utilize the HVIP for significant cost savings in high-ticket zero-emission vehicle purchases; under current statute, eligible Class 2B vehicles qualify for purchase with a \$7,500 HVIP voucher. The authorization to use a voucher of this magnitude on a larger selection of Class 2B ZEVs would pass along significant savings to procuring agencies, as the zero-emission vehicles that this bill would include have price tags starting anywhere from \$50,000 to \$70,000 per vehicle.

Recommendation: SB 1387 will provide considerable financial relief to public transit agencies as they utilize the additional HVIP assistance that this bill offers to maintain compliance with the Administration's zero-emission transition mandates. For that reason, Association staff recommends the Committee **SUPPORT** this bill.

Status: This bill in the Senate Appropriations Committee.

*****INSTRUCTIONS*****

1. Complete letter with your agency-specific information
2. Send letter to the following offices **by Wednesday, May 22:**
 - Assembly Transportation Committee: <https://stran.senate.ca.gov/>
 - Assembly Member Chris Ward: Silverio.RizoLlamas@asm.ca.gov
 - Your State Senator(s)
 - Your State Assembly Member(s)
 - California Transit Association: Michael@caltransit.org, Alchemy@caltransit.org

May XX, 2024

The Honorable Dave Cortese
Chair, Senate Transportation Committee
State Capitol, Room 405
Sacramento, CA 95814

RE: AB 1904 (Ward) Yield Right-of-Way Sign. – SUPPORT

Dear Chair Wilson,

On behalf of the [Agency Name], I write to voice our **SUPPORT** for AB 1904 (Ward) and respectfully request your “AYE” vote when it is heard in the Senate Transportation Committee. This bill would grant transit agencies the authority to equip transit buses with a flashing LED yield right-of-way sign or static decal yield sign on the left rear of the bus, provided the transit agency’s governing board approves a resolution to adopt the signage.

Under current law, the Santa Cruz Metropolitan Transit District (SCMTD) and Santa Clara Valley Transportation Authority (VTA) are the only two qualifying agencies permitted to exercise the authority of utilizing yield-to-bus (YTB) practices, granted for the purpose of pioneering YTB pilot programs in 2001. In 2003, the Federal Transit Administration-sponsored Transit Cooperative Research Program (TCRP) reported the details and results of the pilot programs, along with those completed by a handful of transit agencies throughout North America. The California pilots were generally well-received by the public and yielded positive results over time when comparing operator difficulty re-entering traffic with and without the flashing yield signs. Specifically, prior to the yield signs being installed, operators had about a 5% success rate on average when attempting to re-enter traffic. This number jumped drastically to about 26% following yield sign installation.

This bill would not only allow transit bus operators to merge swiftly and safely into traffic when departing from a scheduled stop, but would also harness the potential to improve transit operations. YTB signs could result in several minor reductions in dwell times along a transit route, equaling an overall significant reduction in service delays as buses

would spend less time waiting to merge back into traffic. Reducing dwell time anywhere from 15-30 seconds can increase service speeds by 7%, and even more so during periods of high congestion where dwell times may be longer due to heightened complications with re-entering traffic after stopping. [Please explain how your transit operators and/or services have been impacted by long dwell times due to inability to merge in a timely manner.]

AB 1904 emphasizes the importance of prioritizing transit safety as it would not only establish smoother service for transit bus operators and riders, but would also decrease the likelihood of traffic collisions between vehicles and merging transit buses. [Agency Name] has historically been a firm advocate of supporting public transit by way of granting access to the appropriate resources to enhance services offered. For those reasons, we recommend the Committee **SUPPORT** this bill.

If you have any questions, please feel free to contact me at [Phone or Email].

Sincerely,

[Name]

[Title]

cc: The Honorable Chris Ward, California State Assembly
Members and Consultants, Senate Transportation Committee
[Legislative Delegation]