



# State Legislative Committee Meeting Agenda

May 2, 2024  
2:00 p.m. – 3:00 p.m.

Agenda Items	Recommended Action
1. Chair's Report	Information
2. Other Legislation	
• <a href="#">SB 898 (Skinner) Vehicle Windows.</a>	Discuss
• <a href="#">SB 960 (Wiener) Transit Priority Projects.</a>	Support
• <a href="#">SB 1387 (Newman) HVIP Vehicle Eligibility.</a>	Support
• <a href="#">AB 2719 (Wilson) Commercial Vehicle Inspections.</a>	Support
3. Update on Sponsored Legislation	Information
4. Update on SB 125 Funding	Information
5. Next Steps on Spring Legislative Conference	Information
6. Reminders	
7. Other Business	
8. <a href="#">Association's Bill Matrix</a>	
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 898 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 960 (Wiener) Transit Priority Projects and Complete Streets.**

**Purpose:** This bill would require the Director of Transportation to, on or before July 1, 2027, adopt a transit priority policy to guide the implementation of transit priority facilities on the state highway system. This bill would also require all transportation projects funded or overseen by the Department of Transportation (Caltrans) to provide complete streets facilities unless exempt pursuant to the bill.

**Background:** In 2019, Governor Newsom issued Executive Order N-19-19, which calls for the Administration to take the necessary actions to maintain progress on California's climate leadership. Specifically, among other things, the Order requires the Department of Finance (DOF) to create a Climate Investment Framework and prioritize transportation options that reduce vehicle miles traveled, reduce congestion, and implement elements of complete streets, such as public transit, walking, and biking. As a result, the California State Transportation Agency (CalSTA) adopted the California Action Plan for Transportation Infrastructure (CAPTI) to highlight the state's intent to align state transportation infrastructure investments with state climate, health, and equity goals. Included within CAPTI, among many others, is the recommendation for the state to prioritize projects through the Solutions for Congested Corridors Program and could include investments in bus and rail transit, active transportation, and highway solutions.

The following year, on September 23, 2020, Governor Newsom issued Executive Order N-79-20, which went a step further in tackling zero-emission objectives by prioritizing transit. Namely, the Executive Order calls for Caltrans, CalSTA, and the California Transportation Commission to collaborate with the DOF and other state agencies to identify near-term actions and strategies to support complete streets and transit priority infrastructure, among other things. However, despite these foundational executive orders and previous policies set in place, Caltrans has not expedited prioritization of complete streets and transit priority elements in its asset management program of projects.

Additionally, it should be noted that SB 1 (2017) contemplated these types of investments using then-newly approved Road Maintenance and Rehabilitation Account (RMRA) funding. As authorized in Section 2030 of the Streets and Highways Code, RMRA funding may be used for certain project types in conjunction with traditional road and highway maintenance, including "complete street components, including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project."

**Impact:** This bill would direct Caltrans to develop a transit priority policy, which would prioritize transit and complete streets facilities in the Transportation Asset Management Plan, State

Highway System Management Plan, and State Highway System Management Protection Program (SHOPP). Any project in the SHOPP must include a complete streets and transit priority component, unless otherwise specified by the bill. This would expedite essential public transit capital projects, and allow agencies to complete necessary projects that could aid in maximizing operations and increasing ridership. Examples of complete streets elements and transit priority projects include transit-only lanes, transit signal priority, and queue jump lanes for transit vehicles.

**Recommendation:** Countless transit projects statewide have stalled due to the state's general inability to fund capital endeavors in the face of the budget deficit. SB 960 would bring this issue to the foreground and strengthen Caltrans' efforts to build complete streets and transit priority projects. This bill, as it has been amended, could positively impact transit operations and ridership. Association staff recommends the Committee **SUPPORT** SB 960.

**Status:** This bill is 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.



## **AB 2719 (Wilson) Commercial Vehicle Inspections.**

**Purpose:** This bill would authorize a public transit agency to request that the California Highway Patrol (CHP) conduct an annual inspection and safety certification of its entire fleet that operates on the state highway system. The bill would exempt any public transit agency vehicle that has received a safety certification through that inspection process from the requirement to stop for inspection at a weigh station.

This bill is sponsored by Solano County Transit and Napa Valley Transportation Authority.

**Background:** In late 2020, CHP began to enforce a requirement in state law that public transit and commuter buses operating on segments of the state highway system with a weigh station pull into the weigh station and stop for inspection. Previously, CHP enforced this requirement for non-passenger commercial vehicles only.

The requirement for commercial vehicles to stop at weigh stations is codified in [California Vehicle Code Section 2813](#):

Every driver of a commercial vehicle shall stop and submit the vehicle to an inspection of the size, weight, equipment, and smoke emissions of the vehicle at any location where members of the California Highway Patrol are conducting tests and inspections of commercial vehicles and when signs are displayed requiring the stop. Every driver who fails or refuses to stop and submit the vehicle to an inspection when signs are displayed requiring that stop is guilty of a misdemeanor.

The [California Vehicle Code Section 260](#) defines “commercial vehicle” as follows:

- (a) A “commercial vehicle” is a motor vehicle of a type required to be registered under this code used or maintained for the transportation of persons for hire, compensation, or profit or designed, used, or maintained primarily for the transportation of property.
- (b) Passenger vehicles and house cars that are not used for the transportation of persons for hire, compensation, or profit are not commercial vehicles. This subdivision shall not apply to Chapter 4 (commencing with Section 6700) of Division 3.
- (c) Any vanpool vehicle is not a commercial vehicle.
- (d) The definition of a commercial vehicle in this section does not apply to Chapter 7 (commencing with Section 15200) of Division 6.

While CHP enforces this requirement against commuter and transit buses, they have created an exemption for school buses as school bus fleets are subject to a complete annual inspection by CHP.



**Impact:** Mechanically, this bill would authorize a public transit agency to request that the CHP conduct an annual inspection and certification of its entire fleet that operates on the state highway system and would authorize the Commissioner of the CHP to issue stickers or other devices as evidence of certification. Any public transit agency vehicle that is issued a sticker or other device as evidence of certification would then become exempt from the requirement to stop at roadside inspections.

Currently, the requirement for public transit and commuter buses to pull into weigh stations for inspection impacts only three public transit agencies – SolTrans and the Napa Valley Transportation Authority as their buses pass the Cordelia Eastbound CVEF and the Santa Clara Valley Transportation Authority as their buses pass the Gilroy Northbound CVEF. This requirement creates delays in service that reduce the on-time performance and reliability of these services and results in missed connections with other regional transit services. For SolTrans, specifically, this requirement impacts several bus lines that carry 400,000 total passengers annually and that provide critical connections between the University of California, Davis and Vacaville, Fairfield, Benicia, and the Walnut Creek BART station as well Fairfield and Vallejo to the Richmond BART station. What's more, this requirement runs counter to state policy, which calls for the prioritization of public transit on state assets, like the Climate Action Plan for Transportation Infrastructure and the state's encouragement that transit agencies work to increase their efficiency and regain riders to achieve recovery.

**From discussions with CHP, we understand that, as additional CVEFs are upgraded and gain capacity to offload passengers in future years, CHP will apply this policy to transit agencies across the state that operate public transit and commuter buses on the state highway system.**

**Recommendation:** Association staff recommends that the Committee **SUPPORT** this bill as a transit priority measure with potential statewide implications.

**Status:** This bill in the Assembly Appropriations Committee.