
THIRD READING

Bill No: AB 2285
Author: Committee on Transportation
Amended: 8/20/20 in Senate
Vote: 21

SENATE TRANSPORTATION COMMITTEE: 14-0, 8/4/20

AYES: Beall, Bates, Allen, Dahle, Dodd, Galgiani, Lena Gonzalez, McGuire,
Morrell, Roth, Rubio, Skinner, Umberg, Wieckowski

NO VOTE RECORDED: Melendez

SENATE APPROPRIATIONS COMMITTEE: 7-0, 8/20/20

AYES: Portantino, Bates, Bradford, Hill, Jones, Leyva, Wieckowski

ASSEMBLY FLOOR: 78-0, 6/11/20 - See last page for vote

SUBJECT: Transportation

SOURCE: Author

DIGEST: This bill makes numerous non-controversial alterations to transportation-related statutes.

ANALYSIS:

Existing law:

- 1) Requires a person driving a vehicle on a freeway that approaches a stationary authorized emergency vehicle displaying emergency lights, a stationary tow truck, or a California Department of Transportation (Caltrans) vehicle displaying flashing amber warning lights, to approach, with due caution, and before passing in a lane immediately adjacent to any of these vehicles, do one of the following:
 - a) Make a lane change into an available lane not immediately adjacent to the authorized emergency vehicle, tow truck, or Caltrans vehicle, with due

regard for safety and traffic conditions, if practicable and not prohibited by law.

- b) If the maneuver described above would be unsafe or impracticable, slow to a reasonable and prudent speed that is safe for existing weather, road, and vehicular or pedestrian traffic conditions.
- 2) Establishes a pilot program administered by Department of Motor Vehicles (DMV) for alternative license plates and vehicle registrations that expires on January 1, 2021.
- 3) Establishes the Clean Truck Program, administered by the California Air Resource Board (ARB) in conjunction with California Energy Commission (CEC), to use Greenhouse Gas Reduction Fund (GGRF) revenues for development, demonstration, pre-commercial pilot, and early commercial deployment of zero- and near zero-emission truck, bus, and off-road vehicle and equipment technologies and requires ARB, in consultation with CEC, to create an annual framework and plan for technology development.

This bill:

- 1) Extends the obligation for a person driving a vehicle to slow down and move over for certain stationary vehicles displaying flashing amber or emergency lights on the freeway to also apply on local streets and roadways.
- 2) Extends the pilot program for alternative license plates and vehicle registrations issued by the DMV until January 1, 2023.
- 3) Extends by one year, until January 1, 2022, the requirement that ARB dedicate 20% of California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program (Clean Truck Program) to support early commercial deployment of existing zero- and near-zero-emission heavy-duty trucks.

Comments

- 1) *Author's Statement.* According to the author, "in light of the COVID-19 pandemic and appreciating the need for the Legislature to be mindful of the volume of bills under consideration during this legislative session, the Assembly Transportation Committee consolidated four noncontroversial measures, initially introduced separately by members of that committee, into a single bill. Each of the four provisions in the bill are substantive, but minor policy changes without opposition."

- 2) *Slow Down, Move over.* According to the Center for Disease Control, between 2006 and 2016 more than one officer per week has been killed on the road nationally. Roadside deaths have been the leading cause of death for officers while on duty. In 2006, the Legislature passed and Governor Schwarzenegger signed SB 1610 (Simitian, Chapter 375, Statutes of 2006), which established the requirement for drivers to slow down and move over when approaching a stationary emergency vehicle, tow truck, or Caltrans vehicle while on the side of the freeway. This bill broadens that provision to also include local streets and roadways.
- 3) *Pilot program alternative license plates and vehicle registration.* In 2013, the Legislature passed and Governor Brown signed SB 806 (Hueso, Chapter 569, Statutes of 2013), authorizing DMV to establish a pilot program to evaluate the use of alternatives to license plates, registration stickers, and registration cards. That pilot has been extended multiple times since its introduction, and is currently set to expire on January 1, 2021. Last year, DMV recommended making the program permanent, and this year Assembly member Gipson introduced AB 2770 to make this program permanent. Instead, this bill extends the pilot by two years. In doing so, DMV can focus on more pressing issues than having to promulgate new regulations related to digital license plates in the midst of the pandemic, while still ensuring those participating in the pilot can continue to use the \$700 digital license plates they purchased.
- 4) *Zero and near-zero heavy-duty trucks.* To help accelerate the deployment of zero- and near-zero-emission heavy-duty trucks, the Legislature passed and Governor Brown signed SB 1204 (Lara, Chapter 524, Statutes of 2013), which created the Clean Truck Program. This Program was designed to use GGRF funds to develop, demonstrate, pilot, and deploy zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies. To hasten deployment of these vehicles and the associated air quality benefits, SB 1204 required ARB to dedicate no less than 20% of the program's funding to support early commercial deployment of zero- and near-zero emission heavy duty truck technology. The set aside was set to expire January 1, 2018, and later extended until January 1, 2021.

Assemblymember O'Donnell this year introduced AB 2860 to extend the set aside until the end of 2025 and clarify the definition of near-zero emission vehicles. The provision in AB 2285 instead extends that sunset by one year, until the end of 2022 so a more robust conversation about the future of the program can take place in next year's legislative session.

5) *Amendments.* Amendments taken in the Senate Appropriations Committee delete sections from this bill which would have continuously appropriated interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to Caltrans for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: Yes

According to the Senate Appropriations Committee:

- Cost pressures, potentially over ten million in 2021-22, related to the extension the requirement to use 20% of specified program funds to support deployment of existing heavy-duty truck technology, to the extent the ARB would have otherwise allocated funds for other purposes. (Greenhouse Gas Reduction Fund - GGRF)
- DMV indicates any costs to continue the program for alternative license plates and registration stickers would be minor and absorbable. The department further notes that any ongoing costs must be paid by vendors of alternative products and technologies. (Motor Vehicle Account)

SUPPORT: (Verified 8/20/20)

AAA Northern California, Nevada, and Utah
 Alameda County Industries
 Alameda County Industries of San Ramon
 Amador Valley Industries
 American Refuse
 Arrow Services, Inc.
 Atlas Disposal
 Auto Club of Southern California
 Automobile Club of Southern California
 Bioenergy Association of California
 Burrtec Waste Industries, Inc.
 California Association of Highway Patrolmen
 California Natural Gas Vehicle Coalition
 California State Sheriffs' Association
 California Waste Haulers Council
 Calmet Services, Inc.
 Clean Energy
 Cleanstreet
 Coalition for Renewable Natural Gas

E.j. Harrison and Sons, Inc.
Food Express, Inc.
Garden City Sanitation
Harris Ranch
Interior Removal Specialist, Inc.
Livermore Sanitation
Mid Valley Disposal
Milpitas Sanitation
Mustang Renewable Power Ventures
Napa Recycling and Waste Services
National Ready Mixed Concrete Company
Palm Springs Disposal Services
Pleasanton Garbage Service
Refuel Energy Partners
Republic Services Inc.
Resource Recovery Coalition of California
South San Francisco Scavenger Company
STAR Concrete
Transportation California
Tule Trash Company
Turlock Scavenger Company
Universal Waste Systems, Inc.
Valley Vista Services, Inc.
Ware Disposal, Inc.
Western Milling

OPPOSITION: (Verified 8/20/20)

None received

ASSEMBLY FLOOR: 78-0, 6/11/20

AYES: Aguiar-Curry, Arambula, Bauer-Kahan, Berman, Bigelow, Bloom, Boerner Horvath, Bonta, Brough, Burke, Calderon, Carrillo, Cervantes, Chau, Chen, Chiu, Choi, Chu, Cooley, Cooper, Cunningham, Megan Dahle, Daly, Diep, Eggman, Flora, Fong, Frazier, Friedman, Gabriel, Gallagher, Cristina Garcia, Eduardo Garcia, Gipson, Gloria, Gonzalez, Gray, Grayson, Holden, Irwin, Jones-Sawyer, Kalra, Kamlager, Kiley, Lackey, Levine, Limón, Low, Maienschein, Mathis, Mayes, McCarty, Medina, Mullin, Muratsuchi, Nazarian, Obernolte, O'Donnell, Patterson, Petrie-Norris, Quirk-Silva, Ramos, Reyes, Luz

Rivas, Robert Rivas, Rodriguez, Blanca Rubio, Salas, Santiago, Smith, Mark
Stone, Ting, Voepel, Waldron, Weber, Wicks, Wood, Rendon
NO VOTE RECORDED: Quirk

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8/24/20 15:35:31

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