
SENATE COMMITTEE ON TRANSPORTATION**Senator Dave Cortese, Chair****2025 - 2026 Regular**

Bill No:	AB 272	Hearing Date:	7/8/2025
Author:	Aguiar-Curry		
Version:	3/13/2025 Amended		
Urgency:	No	Fiscal:	Yes
Consultant:	Manny Leon		

SUBJECT: Heavy-Duty Vehicle Inspection and Maintenance Program

DIGEST: This bill specifies the deadline for the California Air Resources Board (CARB) to provide the first of the two currently required biennial reports on the Heavy-Duty Vehicle Inspection and Maintenance Program (HD I/M) to be December 31, 2026.

ANALYSIS:

Existing law:

- 1) Requires CARB to adopt and implement a regulation for a HD I/M for non-gasoline, heavy-duty, on-road motor vehicles with a gross vehicle weight rating of more than 14,000 pounds, as specified.
- 2) Requires CARB to issue a Heavy-Duty Vehicle Inspection and Maintenance Compliance Certificate to vehicle owners and operators, and requires vehicle owners to keep that certificate of compliance with the vehicle and present it to a peace officer upon demand, as specified.
- 3) Requires that within four years following the full implementation of the program, CARB shall provide two biennial reports on its internet website including, but not limited, to enforcement, operation downtime, and an estimate of emissions reduced and cost-effectiveness.

This bill:

- 1) Specifies that CARB must provide the first of two biennial reports on enforcement, downtime, emissions reductions, and cost-effectiveness of HD I/M by December 31, 2026.

COMMENTS:

- 1) *Purpose of the bill.* According to the author, “In 2019, Senate Bill 210 (Levy) authorized the California Air Resources Board (CARB) to create the nation’s first smog check-style program for medium and heavy-duty vehicles. This bill, known as the Clean Truck Check (CTC), mandated that CARB must publish two biennial reports on its website within four years of the program’s full implementation. These reports are supposed to include information on enforcement methods, operational downtime, and estimates of emissions reduced along with an evaluation of cost-effectiveness. Fees and biannual testing requirements for the program began in 2024, with quarterly testing scheduled to start in 2027. This bill ensures that CARB delivers the first of its legislatively mandated reports on CTC’s implementation by December 31, 2026, so that impacted industries receive more information about the program’s operations and effectiveness before the increase in testing starts in 2027.”
- 2) *Vehicle emissions.* Mobile sources and the fossil fuels that power them are the largest contributors to the formation of ozone, greenhouse gas (GHG) emissions, fine particulate matter (PM_{2.5}), and toxic diesel particulate matter. In California, they are responsible for approximately 80% of smog-forming nitrogen oxide (NO_x) emissions. They also represent about 50% of greenhouse gas emissions when including emissions from fuel production, and more than 95% of toxic diesel particulate matter emissions. Statewide, more than 21 million out of over 39 million Californians live in areas that exceed the federal ozone standards; within these areas, there are many low-income and disadvantaged communities that are exposed to not only ozone, but also particulate and toxic, pollutant levels significantly higher than the federal standards which have immediate and detrimental health effects.
- 3) *Heavy-Duty Vehicle Inspection and Maintenance Program.* Senate Bill 210 (Leyva, Chapter 298, Statutes of 2019) directed CARB to develop and implement a comprehensive HD I/M regulation to ensure that vehicles’ emissions control systems are properly functioning when traveling on California’s roadways. The Board approved the regulation on December 9, 2021, with implementation to be phased in starting January 2023. Dubbed the Clean Truck Check, the program combines periodic vehicle testing requirements with other emissions monitoring techniques and expanded enforcement strategies to identify vehicles in need of emissions related repairs and ensure any needed repairs are performed. The program is designed to provide reductions in criteria pollutant emissions to achieve the federal air quality mandates.

- 4) *Improved alignment.* Under existing law, CARB could release the first required report (about the enforcement, operational downtime, estimate of emissions reduced, and cost-effectiveness) anytime within four years of full implementation. However, more frequent testing requirements by CARB are set to increase starting in 2027. Making sure the report is out before that change helps make sure that the increase in testing frequency is supported and in better alignment with program outcomes, and will provide the opportunity for any program modifications, if necessary.
- 5) *Double referral.* This bill was approved by the Senate Environmental Quality Committee by a 6-0 vote on June 18, 2025.

RELATED/PREVIOUS LEGISLATION:

SB 210 (Leyva, Chapter 298, Statutes of 2019) – Directs CARB to work in coordination with multiple state agencies in order to develop and implement a Heavy-Duty Inspection and Maintenance Program for non-gasoline, heavy-duty, on-road trucks.

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

POSITIONS: (Communicated to the committee before noon on Wednesday, July 2, 2025.)

SUPPORT:

California Trucking Association (sponsor)

OPPOSITION:

None received

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