Office of Senate Floor Analyses
(916) 651-4171

THIRD READING

Bill No: SB 1064
Author: Dahle (R), et al.
Amended: 4/23/26
Vote: 21

SENATE ENVIRONMENTAL QUALITY COMMITTEE: 7-0, 4/15/26
AYES: Blakespear, Valladares, Allen, Dahle, Gonzalez, Hurtado, Menjivar

SENATE TRANSPORTATION COMMITTEE: 12-0, 4/21/26
AYES: Cortese, Strickland, Archuleta, Arreguín, Blakespear, Dahle, Gonzalez, Grayson, Richardson, Seyarto, Valladares, Wiener
NO VOTE RECORDED: Menjivar

SENATE APPROPRIATIONS COMMITTEE: 7-0, 5/14/26
AYES: Cervantes, Seyarto, Cabaldon, Dahle, Grayson, Richardson, Wahab

SUBJECT: Heavy-Duty Vehicle Inspection and Maintenance Program: testing

SOURCE: Author

DIGEST: This bill would limit the frequency of Clean Truck Check testing for all non-gasoline heavy-duty on-road motor vehicles that are considered low use, as defined, and would also require the California Air Resources Board (CARB) to adopt rules and regulations implementing the change.

ANALYSIS:

Existing law:

1) Establishes the California Air Resources Board (CARB) as the air pollution control agency in California and requires CARB, among other things, to control emissions from a wide array of mobile sources and coordinate, encourage, and review the efforts of all levels of government as they affect air quality. (Health and Safety Code (HSC) §39500 et seq.)

2) Establishes the Motor Vehicle Inspection Program, commonly known as the smog check program, to help the state meet federal air quality standards, for vehicles under 14,000 pounds. (HSC §44000 et seq.)

3) Establishes the Department of Motor Vehicles (DMV) to, among other things, register vehicles for operation in the state. (Vehicle Code §1500 et seq.)

4) Establishes, pursuant to SB 210 (Leyva, Chapter 298, Statutes of 2019) the Heavy-Duty Inspection and Maintenance Program for non-gasoline, heavy-duty trucks (also known as "Clean Truck Check"). (HSC § 44150 et seq.)

This bill directs CARB to update Clean Truck Check such that no low use vehicles (defined as being driven fewer than 1,000 miles per year) will be required to be smog tested more often than annually.

Background

1) *Heavy-duty vehicle emissions*. Poor air quality contributes to a wide range of negative health impacts, including childhood asthma attacks, impaired lung function and development, lung cancer, heart attacks and strokes, and premature deaths. Many Californians, especially those in lower-income communities and communities of color, often face disproportionate impacts due to multiple, local sources of pollution.[1]

   Heavy-duty vehicles are major contributors to statewide mobile air pollution even though this sector makes up only a small portion (roughly 3%) of California's total on-road vehicle fleet. In 2020, heavy-duty vehicles emitted approximately 52% of the statewide on-road mobile source oxides of nitrogen (NOx) emissions and about 54% of the statewide on-road mobile source particulate matter (PM) 2.5 emissions.[2]

   Heavy-duty vehicles' PM and NOx emissions damage human health and the environment. In 1998, CARB listed diesel PM as a toxic air contaminant (TAC) due to its contribution to increased mortality, cancer risk, and serious illness (CARB, 2021b). NOx is a precursor of ozone formation and several other air toxics including PM. Exposure to PM or ozone can lead to serious adverse health effects such as asthma, cardiopulmonary and respiratory diseases, and premature deaths.

---

[1] American Lung Association, State of the Air 2025.
[2] CARB. Public Hearing to Consider the Proposed Heavy-Duty Inspection and Maintenance Regulation Staff Report: Initial Statement of Reasons. 10/8/2021
https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2021/hdim2021/isor.pdf

Many densely populated areas in California, such as the South Coast and San Joaquin Valley air basins, still are not in attainment with the federal ozone and PM 2.5 standards (US Environmental Protection Agency, 2021). About 70% of Californians live in areas that exceed the federal ozone and PM 2.5 standards (CARB, 2020d). As heavy-duty freight movement continues to increase in California, it is particularly important to address the heavy-duty vehicles which substantially contribute to these pollution levels. To achieve federal air quality standards and improve public health in these regions as well as across the State, it is critical to substantially further reduce NOx and PM emissions from on-road heavy-duty vehicles.

2) *Emissions controls and diagnosis*. The purpose of smog check programs (be they for light- or heavy-duty vehicles) is to ensure that emissions controls on the vehicles' exhaust system is working as intended. This is primarily a function of the catalytic converter. Catalytic converters reduce vehicle exhaust emission levels by chemically converting engine-out emissions before the exhaust gas leaves the tailpipe. A converter contains a substrate that directs exhaust gases through narrow channels coated with precious metals that initiate the conversion of pollutants into primarily carbon dioxide and water vapor. Since their introduction in the mid-1970's, catalytic converters continue to be the single most important technology for the control of emissions from gasoline powered motor vehicles. Current catalytic converter designs are more than 95% efficient in removing the hydrocarbons (HC), carbon monoxide (CO), and oxides of nitrogen (NOx) from engine exhaust before they reach the atmosphere.

   Although catalytic converters can be incredibly effective at removing air pollutants before they leave the vehicle's exhaust system, they are complex devices that have multiple potential points of failure. Most modern vehicles include On-Board Diagnostic (OBD) systems, which are computer systems embedded in vehicles that allow rapid diagnosis of common problems in vehicles. Failures of emission control devices can often be detected through the OBD system and generally cause the vehicle's malfunction indicator lamp (or "check engine light") to illuminate. As part of the regulatory process to implement Clean Truck Check, CARB conducted field testing of heavy-duty vehicles.[3] They found that 11-17% of tested vehicles had their check engine light on, and stated that, "Data from heavy-duty and light-duty studies also

[3] CARB. Final Statement of Reasons.
https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2021/hdim2021/hdi-mfsor.pdf

demonstrate that often, if a malfunction does not significantly impact drivability, many vehicle owners will wait until mandated by a regulation to fix the issue."[4]

3) *Clean Truck Check, California's heavy-duty vehicle inspection and maintenance program.* Established pursuant to SB 210 (Leyva, Chapter 298, Statutes of 2019), Clean Truck Check is a regulation to test heavy-duty vehicles' emissions control systems for proper operation. Clean Truck Check applies to nearly all diesel and alternative fuel heavy-duty vehicles with a gross vehicle weight rating (GVWR) over 14,000 pounds that operate on California public roads and highways even if they are not registered in California. This includes public vehicles (federal, state, and local government); motorcoaches; transit, shuttle and school buses; hybrid vehicles; commercial vehicles; personal vehicles; California registered motorhomes; single vehicle fleets; and vehicles registered outside of California (not including motorhomes).

   Clean Truck Check began its phase-in starting January 2023 and is currently being fully implemented. The program combines periodic (ranging from annually to quarterly depending on vehicle class and use) 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. According to CARB, the program provides significant reductions in smog-forming and carcinogenic toxic air pollution necessary to achieve federal air quality mandates and healthy air in California's communities. Zero-emission trucks are exempt from the Clean Truck Check program.

Comments

1) *Purpose of Bill.* According to the author, "California's air quality and climate goals are critical to public health, particularly in communities disproportionately impacted by freight movement and diesel emissions. The Heavy Duty Vehicle Inspection and Maintenance Program plays an important role in reducing nitrogen oxides and particulate matter from the trucking sector. SB 1064 does not weaken California's emissions standards or Clean Air Act authority. Instead, it refines the inspection frequency framework to ensure long term compliance, legal durability, and economic sustainability. By transitioning to a biennial testing structure while preserving emissions

[4] CARB. Public Hearing to Consider the Proposed Heavy-Duty Inspection and Maintenance Regulation Staff Report: Initial Statement of Reasons. 10/8/2021
https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2021/hdim2021/isor.pdf

requirements, SB 1064 supports continued progress toward cleaner air while ensuring that compliance mechanisms remain workable and enforceable statewide and are not onerously burdensome for the businesses that make California so exceptional."

2) *Big regs for big rigs.* This bill would align heavy-duty emissions check requirements with the light-duty smog check requirements Californian drivers are already familiar with. However, the consequences to air quality of malfunctioning emissions control systems on commercial heavy-duty trucks is significantly higher than for personal use of light-duty vehicles.

   Trucks make up only 6% of the state's vehicle population, but they represent almost a quarter of the state's transportation GHG emissions and nearly half the NOx emissions. Considering heavy-duty vehicles can operate upwards of 100,000 miles per year, it is critical to test these vehicles frequently to ensure they are operating properly. Even with a testing frequency of 4 times per year, these long-haul heavy-duty vehicles could be operating over 25,000 miles within this three-month period between tests, which is significantly more than many light duty passenger cars travels within a whole year.

   In the three years since Clean Truck Check implementation began, inspections of heavy-duty vehicle emissions systems has become commonplace. According to CARB's Clean Truck Check website, there are currently 2,550 credentialed testers in California today.[5]

3) *Don't make me turn this thing around.* California's transportation sector is its greatest source of harmful air pollutants which are required to be reduced under the Federal Clean Air Act. The majority of Californians are exposed to unhealthy air today, and without significant reductions in air pollution, they will continue to. These efforts have been stymied recently as California has lost a number of regulatory tools necessary for regulation and enforcement.

   Clean Truck Check does not create or strengthen any requirements on vehicle emission standards, it only helps ensure that existing requirements are being complied with. At a time where we are losing so many tools to clean up California's air, it may go against the state's interests to substantially relax inspections of heavy-duty vehicles' emissions.

   Nevertheless, given the tremendous breadth of duty cycles, geographies, and

[5] Credentialed Tester List. CARB. Accessed 3/1/2026 at **https://cleantruckcheck.arb.ca.gov/Public/PublicTester/TesterList**

vehicles California's heavy-duty vehicle fleet represents, a one-size-fits-all regulatory approach may create unintended consequences. CARB has already considered less-frequent smog testing while developing the Clean Truck Check regulations and opted not to relax requirements, due to the outsized impact on criteria air pollutant releases that may result from unchecked vehicles driving many tens of thousands of miles per year. While this trade-off may be particularly reasonable for vehicles driving so many miles, there may be instances where low-use vehicles are spending a disproportionate amount of their on-road miles getting to and from smog testing stations. This reality has been reflected in other heavy-duty regulations, such as the In-Use Off-Road Diesel-Fueled Fleets Regulation and the Truck and Bus Regulation, in which low-use vehicles receive certain exemptions.

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

According to the Senate Appropriations Committee:

- CARB estimates ongoing costs of $1 million in the first year, $750,000 in the second year, and $100,000 annually thereafter (Truck Emissions Check Fund) in order to amend and update its existing Heavy-Duty Inspection and Maintenance regulation as well as to conduct additional and more in-depth analysis in order to account for fewer and less frequent testing submissions, which would include greater levels of staff analysis to detect fraud, identifying testing criteria needed for the extended testing timeframe, and more granular review of reported activities in order to account for and offset lost emissions reductions.

SUPPORT: (Verified 5/14/26)

Associated California Loggers
Associated General Contractors, California Chapters
California Fuels and Convenience Alliance
California Grain & Feed Association
California Moving and Storage Association
California Tow Truck Association
California Trucking Association
Pacific Egg & Poultry Association
Western Propane Gas Association
Western States Trucking Association

OPPOSITION: (Verified 5/14/26)

350 Bay Area Action
Active San Gabriel Valley
American Lung Association
Bike LA
Central California Environmental Justice Network
Central Valley Air Quality Coalition
Climate Action California
Climate Health Now Action Fund
Coalition for Clean Air
Environmental Defense Fund
Greenaction for Health and Environmental Justice
Healing and Justice Center
LA Forward
Nature for All
Nrdc
Regional Asthma Management and Prevention
San Francisco Bay Physicians for Social Responsibility
Santa Monica Spoke
South Pas Active Streets
Sustainable Claremont
The Wildwoods Foundation
Union of Concerned Scientists
Valley Improvement Projects

Prepared by: Heather Walters / E.Q. / (916) 651-4108
5/16/26 10:17:26

****** END ******