Date of Hearing: June 22, 2026

ASSEMBLY COMMITTEE ON TRANSPORTATION
Lori D. Wilson, Chair
SB 1064 (Dahle) – As Amended April 23, 2026

SENATE VOTE: 33-0

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

SUMMARY: Limits the frequency of Clean Truck Check testing for all nongasoline, heavy-duty, on-road motor vehicles that driven less than 1,000 miles per calendar year to no more than once annually and requires the California Air Resources Board (CARB) to adopt rules and regulations implementing the change. Specifically, **this bill**:

1) Limits the frequency of Clean Truck Check testing to no more than once annually for all nongasoline heavy-duty on road motor vehicles with gross vehicle weight rating of more than 14,000 pounds that are considered low use.

2) Requires CARB to adopt rules and regulations to implement this bill.

3) Defines "low use" a vehicle determined through a process developed by CARB to be driven fewer than 1,000 miles per calendar year in California.

EXISTING LAW:

1) Establishes 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)

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)

3) Establishes the Heavy-Duty Inspection and Maintenance Program for nongasoline, heavy-duty trucks (also known as "Clean Truck Check"). (HSC 44150)

FISCAL EFFECT: 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."

COMMENTS: *Greenhouse gas emissions goals.* The Legislature has set several goals to reduce greenhouse gas (GHG) emissions and address climate change. The Global Warming Solutions Act of 2006, AB 32 (Nuñez), Chapter 488, Statutes of 2006 and subsequent companion legislation SB 32 (Pavley), Chapter 249, Statutes of 2016, requires California to reduce statewide GHG emissions to 40% below the 1990 level by 2030. AB 1279 (Muratsuchi), Chapter 337, Statutes of 2022 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045. CARB is responsible for developing a Scoping Plan to detail how the state will achieve its GHG emissions reduction targets mandated by law.

Mobile source emissions. Mobile sources of air pollution are vehicles or equipment that can be moved from place to place and emit pollutants as they operate. These sources include on-road vehicles like cars, trucks, and buses, as well as non-road vehicles such as aircraft, construction equipment, and marine vessels. Mobile sources and the fossil fuels that power them are the largest contributors to the formation of ozone, GHG emissions, fine particulate matter ($PM_{2.5}$), and toxic diesel particulate matter (DPM). 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. In California, mobile sources are responsible for approximately 80% of smog-forming nitrogen oxides (NO_x) emissions. They also represent about 50% of GHG emissions when including emissions from fuel production, and more than 95% of toxic DPM emissions.

The National Ambient Air Quality Standard (NAAQS). The Clean Air Act of 1970 instructs the U.S. Environmental Protection Agency (US EPA) to set primary NAAQS to protect public health, and secondary NAAQS to protect plants, forests, crops and materials from damage due to exposure to six criteria air pollutants. These pollutants include particulate matter, ozone, nitrogen oxides, sulfur oxides, carbon monoxide, and lead.

Federal law (42 United States Code 7409 and 7410) requires that all states attain the NAAQS and develop State Implementation Plans (SIP) for nonattainment areas to attain the NAAQS, and attainment areas to maintain attainment. Failure of a state to reach attainment of the NAAQS by the target date can trigger penalties, including withholding of federal highway funds.
State law (HSC 39602), requires CARB to develop SIP emission reduction strategies for cars, trucks, and other mobile sources to meet the requirements in the Clean Air Act. Local air districts are primarily responsible for controlling emissions from stationary sources such as factories and power plants. CARB coordinates closely with local air districts (such as SCAQMD) in the development of attainment plans which are then incorporated into the SIP.

Emissions controls and diagnosis. The purpose of smog check programs (for both light- and heavy-duty vehicles) is to ensure that emissions controls on the vehicles' exhaust system are 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 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. 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 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."

Clean Truck Check. Established pursuant to SB 210 (Leyva, Chapter 298, Statutes of 2019), Clean Truck Check is a regulation that requires tests of 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 phase-in started in 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.

As part of the initial rule adoption in 2021, beginning October 1, 2027, vehicles with On-Board Diagnostic (OBD) systems will require testing four times per year, rather than twice a year. Older 2012 and older engines will remain on a semi-annual opacity (smoke) test schedule.

This bill would prevent the upcoming change of testing certain trucks more frequently and reduce existing testing requirements to once annually which would align heavy-duty emissions check requirements with California's light-duty smog check requirements. More frequent testing is appropriate for commercial heavy-duty trucks because the consequences to air quality of malfunctioning emissions control systems on these trucks is significantly greater than for personal use of light-duty vehicles.

Heavy-duty 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 NO_x 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 four 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 travel within a whole year.

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

Committee comments. Clean Truck Check does not create or strengthen any requirements on vehicle emission standards; it helps to ensure that existing requirements are complied with. Because emissions from these trucks are much greater than light duty vehicles it is important to ensure that their emission control systems are working properly.

Given the tremendous breadth of duty cycles, geographies, and vehicles in California's heavy-duty vehicle fleet, 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 emissions that may result from unchecked vehicles driving tens of thousands of miles per year. However, there may be instances where low-use vehicles spend 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.

According to the author, "California has led the nation in setting strong air quality standards, and we should continue that leadership. At the same time, we need to ensure the path to compliance is workable for the small businesses, truckers, and operators who move goods and people across this state every day. The Clean Truck Check program is designed to reduce emissions from heavy duty vehicles, and that goal remains important. However, the shift to quarterly emissions inspections beginning in October 2027 creates significant cost and operational burdens that will ultimately be passed on to consumers. SB 1064 refines implementation of the program so California can continue reducing emissions, preserve our environmental goals, and ensure the system is fair, practical, and affordable."

Arguments in support. The California Moving and Storage Association states, "Currently, all covered vehicles are tested biannually regardless of mileage, usage, or emissions performance. Many CMSA member companies operate low-use fleets that travel very few miles annually but are still subject to the same testing frequency as a vehicle that travels tens of thousands of miles annually. This structure imposes unfair and disproportionate compliance costs on low-mileage fleets, particularly for small businesses with limited time and resources.

"The bill helps alleviate unnecessary regulatory and financial burdens on our industry by requiring emissions testing every year for heavy-duty vehicles with a GVWR over 14,000 pounds that are considered low use. In doing so, it aligns inspection frequency with modern diesel technology, onboard diagnostics, and telematics capabilities, reducing compliance costs and downtime while maintaining environmental protections. The reform takes a critical step in providing regulatory relief to the trucking and goods movement industries without compromising air quality goals."

Arguments in opposition. A coalition of environmental groups, including the Union of Concerned Scientists state, "California's heavy-duty (HD) vehicle category is the leading source of smog- and particle-forming NOx emissions in the on-road sector, adding to localized health burdens and to our worst-in-the-nation regional pollution challenges. The respiratory and cardiovascular health impacts of ozone and particle pollution are well documented, including impacts to lung function and development, asthma attacks, heart attacks and strokes, and lung cancer. The burdens of unhealthy air – and heavy-duty trucking emissions in particular - fall particularly hard on our most vulnerable residents, including children, seniors, low-income communities and communities of color who are at higher risk for harm.

"Before implementation of Clean Truck Check there was no requirement for diesel big rigs, other than a minimal smoke test, to undergo inspections and certify that emission controls were being properly maintained. HD vehicles continue to be major contributors to statewide mobile air pollution, even though this sector only makes up about 3 percent of the total on-road vehicles operating in California. In 2020, HD vehicles emitted approximately 52 percent of the statewide on-road mobile source oxides of nitrogen (NOx) emissions and about 54 percent of the statewide on-road mobile source particulate matter (PM) 2.5 emissions.

"Clean Truck Check is improving air quality and public health in impacted communities and creating a level playing field for truckers who are maintaining their vehicles adequately. Similar to the light-duty Smog Check program, the creation and implementation of Clean Truck Check ensures that in-state and out-of-state trucks on California roads meet approved emissions levels in order to operate in California. The program should detect the 4% of trucks that account for 50% of the emissions and require them to fix their faulty emissions controls."

Previous and related legislation: AB 272 (Aguiar-Curry) of 2025 specifies the deadline for the 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. The bill is currently on the Senate floor.

SB 210 (Leyva) Chapter 298, Statutes of 2019 directs 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.

SB 44 (Skinner) Chapter 297, Statutes of 2019 requires CARB to update its 2016 mobile source strategy to include a comprehensive strategy for the deployment of medium duty and heavy-duty vehicles in the state.

SB 210 (Leyva) of 2017 would have required CARB to adopt and implement regulations for a Heavy-Duty Vehicle Inspection and Maintenance Program for non-gasoline, heavy-duty, on-road vehicles. The bill was referred to and not heard in this committee.

REGISTERED SUPPORT / OPPOSITION:

Support

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
Los Angeles County Sanitation Districts
Pacific Egg & Poultry Association
Western Propane Gas Association
Western States Trucking Association

Opposition

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

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