

Date of Hearing: August 5, 2026

ASSEMBLY COMMITTEE ON APPROPRIATIONS

Buffy Wicks, Chair

SB 1064 (Dahle) – As Amended April 23, 2026

Policy Committee: Transportation

Vote: 15 - 0

Urgency: No

State Mandated Local Program: No

Reimbursable: No

SUMMARY:

This bill limits the frequency of Clean Truck Check testing for certain heavy-duty vehicles.

Specifically, this bill:

- 1) Limits the frequency of Clean Truck Check testing to no more than once annually for all non-gasoline heavy-duty on-road motor vehicles with a gross vehicle weight rating (GVWR) of more than 14,000 pounds that are considered low use.
- 2) Requires the Air Resources Board (ARB) to adopt rules and regulations to implement this bill.
- 3) Defines “low use” as a vehicle determined through a process developed by ARB to be driven fewer than 1,000 miles per calendar year in California.

FISCAL EFFECT:

- 1) ARB estimates costs of approximately \$3.5 million in year one, \$3.3 million in year two, and \$2.6 million in year three and ongoing for 11 positions and contract dollars (Truck Emissions Check (TEC) Fund). Based on its experience with enforcing low-use exemptions in some of its other regulations, ARB anticipates that the 1,000-miles-per-year threshold may be vulnerable to abuse, particularly by out-of-state trucking fleets seeking to avoid participation in the Clean Truck Check program. Verifying true in-state mileage for these vehicles is inherently difficult, and traditional auditing methods may be insufficient. As a result, more on-the-ground enforcement and targeted compliance investigations will likely be necessary to prevent fraud and maintain the emission reduction benefits expected from the program. Additional ARB tasks include, among other things, amending and updating the heavy-duty inspection and maintenance regulation, conducting additional outreach and education, and identifying solutions to offset excess emissions.

The annual compliance fee assessed on vehicle owners subject to Clean Truck Check (used to fund ARB’s cost of implementing the program) for 2026 is \$32.13. ARB collected approximately \$25 million in fee revenue last year. The fiscal year (FY) 2024-25 budget provided ARB with \$1.8 million in ongoing funding (TEC Fund) for 10 permanent positions (originally supported with one-time funding in the 2022 Budget Act) to continue implementing and enforcing the Clean Truck Check program.

- 2) Potential ongoing costs of an unknown amount (TEC Fund) to the Department of Motor Vehicles (DMV) to implement this bill. Under Clean Truck Check, DMV must verify compliance with emission requirements prior to initial registration, renewal, or transfer of ownership; collect a fee for the issuance of a temporary operating permit, as appropriate; and coordinate with ARB on system changes and program considerations. The FY 2025-26 budget provided DMV with \$4.9 million in FY 2025-26 and \$3.5 million in FY 2026-27 and ongoing for about 19 positions to support post-implementation information technology enhancements and ongoing workload activities associated with the Clean Truck Check program.

It is not clear to the committee whether ARB or DMV could absorb a portion of the costs to implement this bill within their existing resources.

COMMENTS:

- 1) **Purpose.** According to the author:

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.

- 2) **Background.** Although representing only about 7% of the vehicle population, heavy-duty trucks are responsible for about 50% of the statewide on-road mobile source NOx emissions. Clean Truck Check, California's heavy-duty vehicle inspection and maintenance program, established pursuant to SB 210 (Leyva), Chapter 298, Statutes of 2019), 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 (excluding, among other vehicle types, zero-emission vehicles) with a GVWR of over 14,000 pounds that operate on California public roads and highways even if they are not registered in California. Vehicles subject to the program must be regularly tested to ensure all emissions-related equipment is functioning properly, report the testing data to ARB, and pay an annual compliance fee per vehicle. According to ARB, 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.

Importantly, heavy-duty vehicle owners may complete the required testing and deliver emissions systems inspection information remotely without having to travel to designated testing locations.

Among others in support of the bill, the California Moving and Storage Association (CMSA) writes that, currently, all covered vehicles are tested twice a year regardless of mileage, usage, or emissions performance. CMSA argues that many of its 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. CMSA writes:

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.

Writing in opposition, a coalition of environmental and public health organizations argues this bill would “hinder a very effective program for reducing unnecessary emissions of toxic diesel exhaust.” The coalition writes:

A “low use” exemption would be difficult to enforce, especially for trucks registered in another state, and would open a loophole for tampering with emission controls. Reducing the frequency of emissions reporting would allow cheating or broken equipment to go unnoticed for up to 364 days. Furthermore, there is no need for the bill. Under Clean Truck Check, trucks with on-board diagnostic systems (OBD) are able to report their data remotely. For the pre-2013 trucks that lack OBD, the opacity test can be performed by the owner, so long-distance travel is not required.

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