

## **SB 1 Truck Provisions: Q&A**

***Q: SB 1 contains two provisions that affect the trucking industry. What are they?***

SB 1's two provisions are:

1. **Enhanced Compliance**: The bill provides an effective, new tool to help the State Air Resources Board (ARB) make sure over 300,000 old, dirty trucks are brought into compliance with the ARB's Truck and Bus Regulation. The proposed enforcement tool in SB 1 authorizes the State Department of Motor Vehicles (DMV) to deny commercial registration to trucks and buses that do not have the required clean-technology mandated under the ARB's Truck and Bus Regulation. The Truck and Bus Regulation requires all truckers operating in California, by 2023, to only drive trucks and buses with 2010 model year engines, which are more than 90% cleaner compared to trucks and buses from the early 2000s and earlier. Despite expanded incentives and education programs, there is a 30% noncompliance rate, or 300,000 trucks and buses, with this regulation; this noncompliance poses public health exposure risk issues, as well as jeopardizes the attainment of federal ambient air quality standards.
2. **Assurance of Asset "Useful Life"**: The bill sets a practical "useful life" period where truckers subject to future, undefined regulations can get a return on their investment before being asked to replace or modify it. Should a future in-use regulations be adopted, trucks will not be required to turnover until they have reached 13 years from the model year the engine and emission control systems are first certified OR until they reach 800,000 vehicle miles traveled (but no longer than 18 years from the model year the engine and emission control systems are first certified for use), whichever is later. This provision addresses a concern expressed by the trucking industry about stranded assets shortly after upgrading their fleets to today's cleanest available engines and fuels.

The first provision will provide an effective enforcement tool to ensure full compliance with the ARB's current Truck and Bus Regulation by 2023 and the second provision ensures owners of commercial vehicles certainty about the useful life of their investments.

***Q: Does the language included in SB 1 affect the ARB's current Truck and Bus Regulation?***

No. Sec. 45 of the bill adding section 4000.15 to the Vehicle Code strengthens enforcement of the current Truck and Bus Regulation. Starting January 1, 2020, all trucks and buses must be in compliance with the Truck and Bus Regulation in order to obtain their vehicle registration.

***Q: Do the “useful life” provisions in SB 1, namely Sec. 18 adding section 43021 to the Health and Safety Code, affect the ability of the ARB and local air districts to pass indirect source rules?***

No. These provisions do not limit the ARB’s or local air districts’ existing broad authorities to develop and enforce future rules, including a future emissions cap rule for sources such as ports, rail yards, and warehouse and distribution centers (e.g. indirect source rule or declining facility cap).

***Q: How is ARB helping smaller operators to comply with the Truck and Bus Regulation?***

The ARB’s Truck and Bus Regulation currently allows an exemption, through 2020, for the oldest, dirtier trucks traveling less than 5,000 miles, potentially affecting approximately 80,000 trucks in the state. However, in order to ensure the intended public health and air quality benefits of this regulation, these trucks must turn over to 2010 model year or newer cleaner-running engines by 2023. It is already possible today to buy a 2010 and newer truck second hand.

Furthermore, the Treasurer’s Office currently provides financing opportunities to qualified small businesses unable to obtain conventional financing for truck upgrades as well as vouchers to help California fleets purchase advanced technology for trucks and buses, including zero-emission and low-emission engines.

***Q: What impact will the “useful life” provisions have on the state’s ability to improve air quality?***

The enhanced compliance provisions in SB 1 means that 300,000 old dirty diesel trucks that are not in compliance with the ARB’s Truck and Bus Regulation will be cleaned up. This provides significant measurable air quality health benefits, slashing up to 90 tons of smog-forming NOx and three tons of toxic diesel soot per day in 2023. This is the equivalent of removing every single passenger car – all 26 million of them – off California’s roads in 2023. Should a future in-use regulation be adopted, the useful life provisions would apply to trucks captured under that future regulation. Additionally, SB 1 mandates the ARB to evaluate the impact of the useful life provisions and make recommendations to the Legislature by January 1, 2025.

**-- END --**