



OFFICE OF ASSEMBLYMEMBER

Anna Caballero

THIRTIETH ASSEMBLY DISTRICT

ASSEMBLY BILL 2940

BACKGROUND

California adopted a comprehensive rule to mandate cleaner diesel engines for heavy duty trucks and buses in 2008. The Truck and Bus Regulation requires diesel fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 to be upgraded to reduce their emissions. Required replacement of these vehicles began in 2015 and by January 1, 2023 nearly all trucks and buses will be required to have 2010 model year engines.

The Air Resources Board's current Truck and Bus Regulation contains provisions that provide additional compliance time for trucks used in the business of farming and ranching. These agricultural trucks were required to sign up with ARB by January 31, 2015 and to be driven less than 15,000 miles annually (mileage is limited to 15,000 annually between 2017 and 2019; from 2020 to 2022 the annual mileage must be below 10,000 miles). All agricultural trucks will have to be upgraded to 2010 model year engines by 2023. The regulation also allows low-use engines to continue in use without being upgraded. To be classified as low-use, trucks cannot be driven more than 5,000 miles annually. In 2020, the low-use classification will be reduced to 1,000 miles annually. To be compliant with the regulation, trucks in both the low-use category and agricultural category need to report their miles to ARB annually.

In 2017, SB 1 (Beall) required that all vehicles subject to the Air Resources Board's Truck and Bus Regulation be in compliance with the regulation or, beginning in 2020, DMV will not allow registration of those vehicles.

PROBLEM

California's farmers and ranchers have many trucks that they use only in the spring and fall during planting and harvest activities. ARB understood this and allowed the owners of these trucks to keep them for longer if they stay below the mileage threshold before being required to replace them in 2023. These trucks are expensive to replace and provide a valuable service on farms and ranches. There are ongoing challenges with ARB's mileage reporting system and many truck owners who regularly report their mileage have found out later that the reports were not received and the trucks have been removed from classification as agricultural trucks. In 2020, when being out of compliance means DMV will refuse registration of these trucks, it is expected that many farmers and ranchers will face challenges getting registered even if they have done everything necessary to remain in compliance. Additionally, trucks used infrequently do not meet the cost-effectiveness standard under the Carl Moyer Program, which means the owners of these trucks aren't eligible for financial assistance when replacing these trucks.

SOLUTION

AB 2940 (Caballero) allows farmers and ranchers who missed the initial period to sign-up for participation in the agricultural classification under the regulation to sign up trucks as agricultural trucks until January 31, 2019. This will allow them a few extra years of use prior to the required upgrade to 2010 model year engines. The bill also maintains the low-use engine threshold at 5,000 miles annually. Without significant impact to our air quality goals, this mileage threshold will allow more businesses who have very low use trucks to continue to use those trucks, and not purchase costly replacements.

SUPPORT

California Farm Bureau Federation (Source)

CONTACT

Adriana Zerio | Legislative Director
adriana.zerio@asm.ca.gov | 916.319.2030

Noelle G. Cremers | California Farm Bureau Federation
ncremers@cfbf.com | 916.446.4647