



June 3, 2020

Governor Gavin Newsom
Senate President *pro tem* Toni Atkins
Assembly Speaker Anthony Rendon
State Capitol
Sacramento, CA 95814

Via email

Do Not Delay Implementation of SB 210 “Smog Check for Trucks” Program

Dear Governor Newsom, Speaker Rendon, President *pro tem* Atkins:

As health and medical supporters of Senate Bill 210 of 2019 (Leyva), we write to request your ongoing support for the timely development and implementation of the California Heavy Duty Inspection and Maintenance Program for diesel trucks. SB 210 is one of the most important legislative actions taken in recent memory to reduce harmful air pollution and we support the Senate Budget Committee’s action to reject the proposals to withdraw program funding and staffing and to amend the law to delay implementation of the program.

California is home to the most difficult air quality challenges in the United States, placing tens of millions of residents at risk for a wide range of negative health outcomes. The American Lung Association recently released the *State of the Air 2020*¹ report which found that 98 percent of Californians live in counties affected by unhealthy air. California cities with heavy truck traffic dominate the lists of the most polluted in the United States, including Los Angeles (#1 most ozone-polluted), Bakersfield (#1 most polluted by annual particle levels) and Fresno (#1 for most unhealthy particle pollution days). We cannot afford to delay clean air programs.

Medium and heavy duty vehicles in California generate the majority of harmful NOx emissions affecting California communities, forming ozone and particle pollution that threatens health in the form of asthma attacks, stunted lung function and development, ER visits and hospitalization, heart attacks, strokes, cancers and premature deaths.^{2,3} The burdens of unhealthy air – *and heavy duty diesel emissions in particular* – fall particularly hard on our most vulnerable residents, including children, seniors, low income Californians and communities of color who are at higher risk for harm. Port, rail and warehouse communities bear a disproportionate burden of exposure to air pollution from goods movement activity.

The SB 210 Heavy Duty Inspection and Maintenance program is a critical tool for protecting the public against harmful, excess pollution from the trucking sector. The program was carefully negotiated in the Legislature to ensure compliance fees are available to fund the reasonable costs of program, which will operate through the California Air Resources Board in coordination with California Department of Motor Vehicles and California Highway Patrol. Work is now underway to develop this critical Smog Check-style requirement for heavy duty vehicles operating on California roads.

The program is estimated to reduce fine particle pollution by 1,600 tons, the equivalent of taking 375,000 diesel trucks off the road by 2031.⁴ The Heavy Duty Inspection and Maintenance program is identified among the most important CARB strategies supporting clean air in the South Coast⁵ and “one of the largest proposed near-term reduction measures” for the San Joaquin Valley⁶. Keeping implementation of the SB 210 Inspection and Maintenance Program on track is critical to the achievement of clean air standards and protecting millions of Californians from ongoing excessive exposure to carcinogenic diesel exhaust.

For these reasons, we support the Senate’s position in rejecting the May Revision proposed changes to SB 210 implementation. In order to give Californians certainty that the Heavy-Duty Inspection and Maintenance Program will be put in place in a timely way, we urge the adoption of trailer bill language giving CARB and the Department of Motor Vehicles an implementation deadline of July 1, 2022.

¹ American Lung Association. *State of the Air 2020*. April 2020. www.stateoftheair.org

² Ibid. <http://www.stateoftheair.org/health-risks/>

³ California Air Resources Board. 2020 Mobile Source Strategy Update presentation. April 2020. <https://ww3.arb.ca.gov/board/books/2020/042320/20-4-3pres.pdf>

⁴ California Assembly Transportation Committee Analysis of Senate Bill 210. June 2019. http://leginfo.ca.gov/faces/billAnalysisClient.xhtml?bill_id=201920200SB210#

⁵ California Air Resources Board. 2019 South Coast 8-Hour Ozone SIP Update. <https://ww3.arb.ca.gov/planning/sip/planarea/scabsip/2019o3update.pdf>

⁶ California Air Resources Board, Public Workshop: Developing California’s Senate Bill 210 Heavy-Duty Vehicle Inspection and Maintenance Program January 29, 2020. https://ww3.arb.ca.gov/msprog/hdim/meetings/20200129_hdim_workshop_presentation.pdf

Sincerely,

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