

February 23, 2026

The Honorable David Alvarez  
California State Assembly  
1021 O Street, Suite 5320  
Sacramento, California 95814

Dear Assemblymember Alvarez:

Thank you for your letter and for your continued engagement in strategies to reduce emissions and advance clean transportation in California. I appreciate the Caucus's commitment to practical solutions that support both environmental and economic goals.

We recognize the importance of providing regulatory clarity for fleet operators. We strive to provide transparency and clarity to fleet operators through a variety of mechanisms. As you noted in your letter, in 2023 and in 2025 we posted notices informing fleet owners that portions of the Advanced Clean Fleets Regulation were not being enforced. More recently we posted an update online indicating the California Air Resources Board's (CARB) intent to repeal portions of the Advanced Clean Fleets regulation. This repeal removes provisions affecting high-priority fleets, drayage vehicles, and federal fleets, helping to reduce much of the uncertainty surrounding future compliance obligations.

On June 12, 2025, the President signed the congressional resolution [H.J. Res. 89 \(119<sup>th</sup> Congress\)](#). This resolution purported to disapprove the Heavy-Duty Omnibus regulation waiver that was previously granted by the United States Environmental Protection Agency. CARB contends that H.J. Res. 89 is illegal and has filed suit<sup>1</sup> to declare the resolution invalid. Pending the outcome of the litigation, CARB has issued [Manufacturers Advisory Correspondence \(MAC\) ECCD-025-08](#) to provide additional guidance to manufacturers with regards to options for certifying engines and vehicles in California. The MAC is intended to resolve any uncertainties for manufacturers, fleets and operators of heavy-duty trucks. One of the options provided in the MAC allows manufacturers to voluntarily certify heavy-duty engines to the Omnibus standards and requirements.

Recent federal actions have introduced significant uncertainty and risk to California's ability to achieve clean air goals. These actions undermine progress in reducing emissions and make it clear that California must do more to protect public health and meet federally mandated attainment requirements under the State Implementation Plan. In response, CARB is actively exploring new regulatory frameworks to achieve emissions reductions from medium- and heavy-duty vehicles operating in California necessary to meet federally mandated air quality standards. The first public workshop on new truck regulations was held in December 2025 with truck owners and interested parties to discuss potential future

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<sup>1</sup> See *State of California, et al., v. United States of America, et al.* (N.D. Cal., Case No. 25-cv-04966).

regulatory strategies. Staff presented information about the useful life requirements outlined in Senate Bill 1 (Beall, Chapter 5, Statutes of 2017) and confirmed that any new fleet regulations would align with the requirements to provide that certainty for fleet owners. CARB will continue engaging stakeholders and holding workshops over the next two years as part of the process of developing staff recommendations.

We look forward to collaborating with the Caucus and other stakeholders to ensure California continues to prioritize substantial reduction of harmful emissions to protect public health. Please feel free to reach out for any additional information or to participate in upcoming workshops.

If you have any questions, please contact David Ernest García, Ph.D., Legislative Director, by email at [David.Garcia@arb.ca.gov](mailto:David.Garcia@arb.ca.gov).

Sincerely,



Steven S. Cliff, Ph.D., Executive Officer, California Air Resources Board

cc: The Honorable Juan Alanis  
California State Assembly  
1021 O Street, Suite 4640  
Sacramento, California 95814

The Honorable Anamarie Avila Farias  
California State Assembly  
1021 O Street, Suite 6140  
Sacramento, California 95814

The Honorable Suzette Martinez Valladares  
California State Senate  
1021 O Street, Suite 7140  
Sacramento, California 95814

David Ernest García, Ph.D., Legislative Director, California Air Resources Board