

**State of California
Air Resources Board**

Executive Order S-26-006

**2026 State Implementation Plan Revision for the San Joaquin Valley Extreme
Ozone Nonattainment Area Pursuant to Section 182(e)(5) of the Clean Air Act**

Whereas, sections 39600 and 39601 of the Health and Safety Code (H&SC) authorize the California Air Resources Board (CARB or Board) to adopt standards, rules and regulations and to do such acts as may be necessary for the proper execution of the powers and duties granted to and imposed upon the Board by law;

Whereas, the California Legislature in H&SC section 39602 has designated CARB as the air pollution control agency for all purposes set forth in federal law;

Whereas, CARB is responsible for preparing a State Implementation Plan (SIP) for attaining and maintaining the national ambient air quality standards (standard) as required by the federal Clean Air Act (the Act; 42 U.S.C. section 7401 et seq.), and to this end is directed by H&SC section 39602 to coordinate the activities of all local and regional air pollution control and air quality management districts (districts) as necessary to comply with the Act;

Whereas, CARB has primary responsibility for the control of air pollution from vehicular sources, including motor vehicle fuels, as specified in H&SC sections 39002, 39500, and 43000, et seq., and for ensuring that the districts meet their responsibilities under the Act pursuant to H&SC sections 39002, 39500, 39602, 40469, 41650, and 41652;

Whereas, the local air districts have primary responsibility for the control of air pollution from non-vehicular sources and for adopting control measures, rules, and regulations to attain the standards within their boundaries pursuant to H&SC sections 39002, 40000, 40001, 40701, 40702, and 41650;

Whereas, CARB is authorized by H&SC section 39600 to perform such acts as may be necessary for the proper execution of its powers and duties;

Whereas, H&SC section 39602 also provides that the SIP shall include only those provisions necessary to meet the requirements of the Act;

Whereas, H&SC sections 39515 and 39516 provide that any duty may and shall be conclusively presumed to be delegated to the Board's Executive Officer as the Board deems appropriate unless specifically reserved to the Board by affirmative vote;

Whereas, the Board has not reserved the power to adopt and submit SIP revisions to itself;

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Whereas, on October 26, 2015, the U.S. Environmental Protection Agency (U.S. EPA) promulgated an 8-hour ozone standard of 70 parts per billion (ppb) (70 ppb ozone standard);¹

Whereas, effective August 3, 2018, U.S. EPA designated the San Joaquin Valley as Extreme nonattainment areas for the 70 ppb ozone standard with an August 3, 2038, attainment deadline;

Whereas, the SJVAPCD developed the 2022 Plan for the 2015 8-Hour Ozone Standard (2022 Ozone Plan) to meet nonattainment area planning requirements for the 70 ppb ozone standard in the San Joaquin Valley;

Whereas, the 2022 State Strategy for the State Implementation Plan (2022 State SIP Strategy) was developed to identify and commit to pursue control measures to provide the emissions reductions necessary from State-regulated sources to support attainment of the 70 ppb ozone standard across California including in the San Joaquin Valley;

Whereas, the 2022 State SIP Strategy was adopted by the Board on September 22, 2022, and set forth a commitment to pursue the proposed SIP measures or otherwise address each measure as described in the 2022 State SIP Strategy;

Whereas, commitments in the 2022 State SIP Strategy were relied upon within the 2022 Ozone Plan attainment demonstrations and other SIP elements to meet requirements for the 70 ppb ozone standard;

Whereas, the current federal administration has taken several actions since January 2025 that negatively impact California's ability to achieve and credit emissions reductions from CARB programs originally included in the 2022 State SIP Strategy and related attainment plans;

Whereas, on April 17, 2026, CARB published the 2026 State Implementation Plan Revisions for the California Extreme Ozone Nonattainment Areas (2026 Extreme Ozone SIP Revision) to address the impacts of the adverse federal actions and support the approval of plans submitted to U.S. EPA for the 70 ppb ozone standard;

Whereas, section 182(e)(5) of the Act provides that SIPs for Extreme ozone nonattainment areas may rely in part upon provisions that "anticipate development of new control techniques or improvement of existing control technologies;"

Whereas, with respect to section 182(e)(5) of the Act, the General Preamble² states, "These measures would include those that may anticipate future technology

¹ 80 Fed. Reg. 65,292 (Oct. 26, 2015).

² 57 Fed. Reg. 13,524 (April 16, 1992)

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developments as well as those that may require complex analyses and decision making and coordination among a number of government agencies;”

Whereas, the 2026 Extreme Ozone SIP Revision revised certain CARB commitments to pursue measures originally in the 2022 State SIP Strategy and otherwise retained the remaining measures originally in the 2022 State SIP Strategy, including those previously identified as federal actions needed for which CARB requested approval pursuant to section 182(e)(5) of the Act;

Whereas, the 2026 Extreme Ozone SIP Revision also revised the aggregate emissions reduction commitments including subsets for which CARB requests approval under the 182(e)(5) provision of the Act as needed for the San Joaquin Valley nonattainment area;

Whereas, consistent with section 182(e)(5) of the Act, the 2026 Extreme Ozone SIP Revision identified the federal actions needed and actions to continue to develop new control techniques or for the improvement existing control technologies, and to deploy advanced control technologies to the level required, and CARB will fulfill all requirements to further identify and define measures to achieve the commitments under section 182(e)(5) no later than 3 years before implementation;

Whereas, the aggregate emissions reduction commitments are for total aggregate emissions reductions that may be achieved through the measures identified in the 2026 Extreme Ozone SIP Revision or the 2022 State SIP Strategy, alternative measures, incentive programs, and actual emission decreases;

Whereas, the 2026 Extreme Ozone SIP Revision included revised measures and associated emissions reductions in Table 11 from Transport Refrigeration Unit Part I and Zero-Emission Forklift in the San Joaquin Valley, and in Table 12 from the Advanced Clean Fleets Regulation, On Road Motorcycle New Emissions Standards, Clean Miles Standard, Tier 5 Off-Road Vehicles and Equipment, Amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation, Transport Refrigeration Unit Measure Part 2, Commercial Harbor Craft Amendments, Cargo Handling Equipment Amendments, Phased Advanced Clean Equipment Regulation, Clean Off-Road Fleet Recognition Program, Spark-Ignition Marine Engine Standards, Clean State and Water Heater Standards, Pesticides: 1,3-Dichloropropene Health Risk Mitigation, and Future Measures for Aviation Emission Reductions in the San Joaquin Valley;

Whereas, consistent with sections 181(a) and 182(c)(2) of the Act, the 2026 Extreme Ozone SIP Revision shows that reductions as originally included in the attainment demonstrations are maintained such that the San Joaquin Valley will attain the 70 ppb ozone standard as expeditiously as practicable and no later than the Extreme area deadline of August 3, 2038;

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Whereas, the 2026 Extreme Ozone SIP Revision retains the federal actions needed from the 2022 State SIP Strategy and includes actions to continue to develop new control techniques, or for the improvement of existing control technologies, and to deploy advanced control technologies to fulfill in part the proposed aggregate emissions reduction SIP commitment relevant to the San Joaquin Valley pursuant to section 182(e)(5) of the Act;

Whereas, CARB has submitted several regulations to U.S. EPA as revisions to the California SIP in recent years, including the Innovative Clean Transit Regulation (as adopted in 2018), Small Off-Road Engines Regulations (as amended in 2021), the Ocean-Going Vessels At Berth Regulation (as amended in 2020), the Certification of Vapor Recovery Systems for Cargo Tanks Regulation (as amended in 2023), and several other regulations that account for emissions reductions in future years, some of which U.S. EPA has approved as revisions to the SIP;

Whereas, certain regulations that are pending before U.S. EPA for approval into the California SIP had already been adopted at the time of plan development and thus the emissions reductions from these programs were included in the planning emissions inventories, RFP demonstrations, and related elements;

Whereas, because regulations must be approved into the SIP in order for U.S. EPA to approve the SIP emissions inventories that rely upon them, it is possible that U.S. EPA's failure to act on some regulations will impact the approvability of the revised planning emissions inventories included in the 2026 Extreme Ozone SIP Revision;

Whereas, to alleviate this impact, in the 2026 Extreme Ozone SIP Revision, the Board committed to achieve the emissions reductions associated with these programs as a part of the CARB aggregate emissions reduction commitment for the relevant area and year(s), as CARB continues to implement its regulations as allowed by law;

Whereas, federal law set forth in section 110(a)(1) of the Act and Title 40, Code of Federal Regulations (CFR), section 51.102, requires that one or more public hearings, preceded by at least a 30-day notice and opportunity for public review, must be conducted prior to adopting and submitting any SIP revision to U.S. EPA;

Whereas, CARB staff prepared the 2026 Extreme Ozone SIP Revision and released it to the public on April 17, 2026, for a 30-day public review prior to the May Board hearing;

Whereas, the 2026 Extreme Ozone SIP Revision was subsequently continued to the June Board hearing, and later re-noticed on June 12, 2026, for additional 30-day public review prior to the July Board hearing;

Whereas, on July 23, 2026, the Board adopted the 2026 Extreme Ozone SIP Revision through Resolution 26-5;

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Whereas, the Board directed the Executive Officer in Resolution 26-5 to take appropriate action to resolve any completeness or approvability issues that may arise regarding the SIP submission, including to revise the commitment to use section 182(e)(5) of the Act to address a deficit in accounting for the reductions needed to demonstration attainment, RFP, or other SIP elements;

Therefore, it is ordered that CARB hereby adopts revised State commitments for the San Joaquin Valley to use section 182(e)(5) of the Act to address a deficit in accounting for the reductions needed to demonstrate attainment, RFP, or other SIP elements as directed by the Board in Resolution 26-5.

Be it further ordered that CARB hereby requests U.S. EPA approval of the reductions for the San Joaquin Valley previously associated with the following measures pursuant to 182(e)(5) provision of the Act.

- Advanced Clean Fleets Regulation
- On-Road Motorcycle New Emissions Standards
- Clean Miles Standard
- Tier 5 Off-Road Vehicles and Equipment
- Amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation
- Transport Refrigeration Unit Measure Part 2
- Commercial Harbor Craft Amendments
- Cargo Handling Equipment Amendments
- Spark-Ignition Marine Engine Standards
- Transport Refrigeration Unit Part I
- Zero-Emission Forklift

Be it further ordered that CARB adopts the revised State commitment to achieve aggregate emissions reductions of 36.9 tpd of NO_x and 4.7 tpd of ROG in the San Joaquin Valley by 2037, including a subset for which CARB requests approval under the section 182(e)(5) provision of the Act of 31.2 tpd of NO_x and 4.0 tpd of ROG, based on measures identified in the 2026 Extreme Ozone SIP Revision or the 2022 State SIP Strategy.

Be it further ordered that, insofar as the revisions in this Executive Order rely upon section 182(e)(5), CARB commits to meeting the applicable requirements for utilization of that subdivision as set out in the Clean Air Act, including to submit requisite measures to the administrator no later than 3 years before proposed implementation of the plan provisions to be implemented if the anticipated technologies do not achieve planned reductions.

Be it further ordered that CARB adopts the amendments to the Drive-Forward: Heavy-Duty Trucks measure write-up as specified in Attachment A.

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Be it further ordered that CARB hereby submits to U.S. EPA for inclusion in the California SIP the revised State commitments described above to be effective, for purposes of federal law, upon approval by U.S. EPA.

I certify, pursuant to 40 CFR §51.102(f), that the revised State commitments described above were adopted after notice and public hearings as required by 40 CFR §51.102(a) and §51.102(d).

Executed in Sacramento, California, this 23 day of September, 2026.



Steven S. Cliff, Ph.D., Executive Officer

Attachment A to Executive Order S-26-006

The 2026 State Implementation Plan Revisions for the California Extreme Ozone Nonattainment Area (2026 Extreme Ozone SIP Revision) identified and described the Drive Forward: Heavy-Duty Trucks measure. Attachment A amends the Drive-Forward: Heavy-Duty Trucks measure as shown below. As such, the measure previously known as Drive Forward: Heavy-Duty Trucks shall be known as the Heavy-Duty Trucks Strategy as it applies throughout the 2026 Extreme Ozone SIP Revision.

Drive Forward: Heavy-Duty Trucks Strategy

Drive Forward: A Heavy-Duty Trucks Strategy (previously known as the ~~Zero-Emissions Trucks Measure~~) was included as a ~~measure~~ commitment in the 2022 State SIP Strategy. CARB is proposing the following revision.

Overview

This ~~measure~~ strategy would affect medium and heavy-duty vehicles, including heavier pick-up trucks and walk-in vans, as well as a wide range of vocational, drayage, and line-haul trucks (big-rig trucks), as well as buses. NOx emissions from medium- and heavy-duty vehicles are currently the largest source of on-road mobile source emissions and will remain a major portion of pollution in the future. This sector has a population of 2 million vehicles, making up 7% of the State's vehicle population, but representing 60% of on-road transportation NOx emissions. Communities near major freight trucking hubs such as seaports, railyards, warehouses are disproportionately burdened by the cumulative health impacts from these activities.

Proposed Action

New ~~measures~~ strategies would be undertaken to reduce emissions from this sector in a manner that is economically feasible. Staff would implement ~~regulatory~~ strategies to achieve the goal of cleaner lower emission trucks through a potential combination of manufacturer-focused and fleet concepts.

Such strategies could include:

- Cleaner new engine certification standards similar to the federal Clean Trucks Plan NOx rule.
- Revising vehicle engine and vehicle standards in ways to encourage early action to achieve emission reductions through adoption of ~~the~~ cleaner ~~st~~ technologies.
- Development of new methods for reducing real-world emissions to maintain emissions reductions throughout a vehicle's lifetime.
- ~~Accelerated~~ Turnover of in-use vehicles to cleaner technologies at the end of their useful life.

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- Establishing regions/zones where the cleanest vehicle technologies are used.

These ~~strategies~~ measures would potentially start to be heard by the Board beginning in the 2028 timeframe and would be a significant step in the comprehensive strategy to maximize emissions reductions from medium- and heavy-duty vehicles where feasible.

Timing:

Proposed CARB Board Hearing: 2028+

Proposed Implementation Begins: 2030+